

guide Buyers guide

JANUARY 1956 25c

MOTOR TREND



**"I
am
going
to buy a
'56 car..."**

And so are thousands more.
First, be sure of what you
buy. Read our reports after
driving *all* the '56 models.
Starting on page 17.

'56 RAMBLER and FORD Road Tests





Cannot channel



Easy to clean



Filters out all dirt



Traps moisture



Never needs replacing



Reduces friction



Increases engine life



Rigid double-cone construction



Waterproof



Saves engine repairs



Unconditionally guaranteed



Easy to install



Saves oil



All-metal construction



Built-in acid neutralizer

End Filter Replacement FOREVER!

with Revolutionary New Type

Micro BRONZE OIL FILTER

1. Eliminates Engine Acids
2. Traps Damaging Moisture
3. Filters all the Dirt
4. Reduces Friction
5. Saves the Detergents

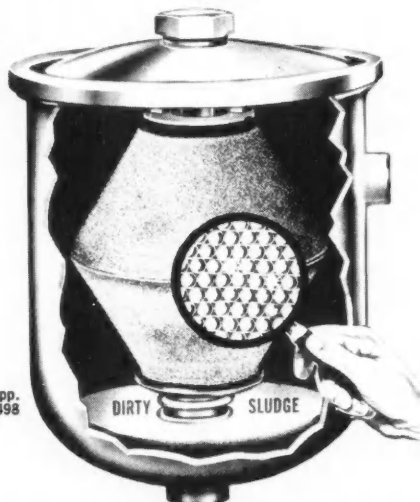
U. S. Patent App.
No. 464498

WHY GIVE YOUR ENGINE HALF-WAY PROTECTION? The Micro Bronze permanent all-metal filter with the built-in acid neutralizer is the world's first filter that guards against all five engine enemies: Acids, abrasives, friction, moisture and sludge.

Made of solid but porous everlasting sintered bronze, the Micro Bronze Filter screens out all particles of dirt and abrasives larger than .00023 inch in size (so small you could put a thousand of them on the head of a pin!). The Micro Bronze positively cannot channel or blow up...operates efficiently at all temperatures...never wears out, never needs replacing, merely occasional cleaning.

SAVES OIL CHANGES...SAVES DETERGENTS. Your oil is good for at least 10,000 miles with a Micro Bronze Filter. All the valuable additives are kept in, not soaked up and wasted by the filter. You never need buy another replacement pack as long as you live! Used with modern detergent oils, Micro Bronze will add thousands of miles to engine life, help prevent loss of engine power, save costly oil changes, pack replacements and engine overhauls!

DOES YOUR PRESENT FILTER PASS THE "ACID" TEST? If you have a Micro Bronze Filter with the built-in Acid Neutralizer, your engine is getting the full protection it needs! In a simple test you can easily make yourself, the Micro Bronze special element completely neutralizes acids in 60 seconds!



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NO EXTRA CHARGE FOR FULL FLOW MODELS

FITS EVERY CAR & LIGHT TRUCK. A Micro Bronze Unit costs only \$6.95, including all full-flow models. Easy to install, never needs changing. Micro Bronze Filter Housing \$9.95 for all cars with no filter equipment (does not include element). Use the easy-order coupon now.

Micro BRONZE FILTER CORP.

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FILTERS THE DIRT BUT NOT THE DETERGENTS

Micro Bronze Filter Corp., Dept. MT-16
11766 W. Pico Blvd., Los Angeles 64, Calif.

Please ship the following at once

- ☐ Conversion unit \$6.95 (including all full-flow models)
☐ Micro Bronze Housing Unit (Needed where car does not now have filter) \$9.95 (does not include element)

Enclosed is \$_____ full price. Factory pays all shipping costs to your door.

MAKE, MODEL & YEAR CAR _____

NAME _____

ADDRESS _____

CITY _____ ZONE _____ STATE _____

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We are receiving orders from all over the world for the amazing Micro Bronze Filter, and are setting up exclusive distributorships to handle our rapidly growing dealer organization. Write, wire or phone.



Saves detergents



Unaffected by pressure



Screens out abrasives



Efficient at all temperatures



Fits all cars



Eliminates acid

THE FORWARD LOOK '56



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wraps up the idea of go in one clean front-to-back sweep!

Millions of Americans have now seen the five all-new cars of THE FORWARD LOOK '56 — Plymouth, Dodge, De Soto, Chrysler and Imperial.

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EXHAUST SYSTEM

**WILL UP YOUR POWER
WHILE CUTTING EXPENSES
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PUBLISHED MONTHLY VOL 8 NO. 1



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THE COVER

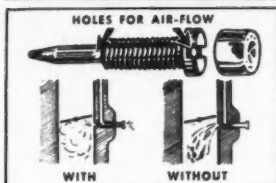
Keeping ahead of Detroit's '56 facelifting trend, the Rambler blossoms out with an all-new look. Pictured is our test 4-door hardtop, which makes its debut in the line. American Motors Photo by Harold Karpinski.

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SUBSCRIPTION RATE: \$3.00 per year. Two years—\$5.00. Above rates for U. S. (its possessions, Canada; all other countries: one year—\$4.00; two years—\$7.00. Single copy 25c. On sale at newsstands throughout the country.
CHANGE OF ADDRESS: Three weeks' notice is required. When requesting a change, please name magazine and either furnish an address imprint from a recent issue, or state exactly how label is addressed. Change cannot be made without the aid as well as the new address.
ADVERTISING: Advertising Sales Mgr.—Jim Going, 5959 Hollywood Blvd., Los Angeles 28, California. Midwest Advertising—Joseph Jagielski, 1515 Bank Bldg., Detroit 26, Michigan. Phone Woodward 3-2660. Eastern Advertising—Ben LaMaster, 550 Fifth Ave., New York 36, N. Y. Phone Circle 6-1368. Closes 25th of 3rd month preceding publication date. (See SBE.)
CONTRIBUTIONS: Should be mailed to 5959 Hollywood Blvd., Los Angeles 28, Calif. They must be accompanied by return postage and assume no responsibility for loss or damage thereon. Any material accepted is subject to such revision as is necessary in our sole discretion to meet the requirements of this publication. Upon acceptance, payment will be made at our current rate, which covers all author's and/or contributor's right, title, and interest in and to the material mailed including but not limited to photos, drawings, charts and designs, which shall be considered as text. The act of mailing a manuscript and/or material shall constitute an express warranty by the contributor that the material is original and in no way an infringement upon the rights of others.
Printed in U.S.A. by Pacific Press Inc., Los Angeles, California.

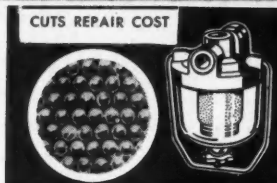
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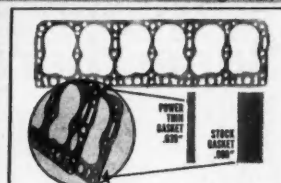
GANE AIR-JET NEEDLE increases gas mileage 2 to 4 (or more) MPG! Assures proper gas-air mixture at all speeds—prevents raw gas from pouring into carburetor. Gives smoother idle. Try it for 10 days—money back if not delighted. Replaces stock idling screw. Specify make of carburetor (dual throat takes 2). \$1.50 each. Item 1. Ppd.



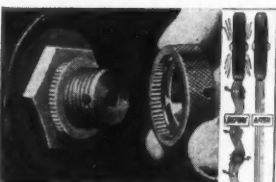
STOP THOSE TWO CAR THIEVES... engine acid and abrasive metal grit! **NEUTRA-PLUG** has magnesium alloy element to neutralize corrosive acids... PLUS permanent Alnico magnet to capture abrasive metal particles. Replaces stock crankcase drain plug. Standard model, \$1.95. **DELUXE** (double-sized full-floating element), \$2.45. Item 2. Ppd.



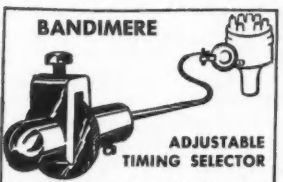
POROUS BRONZE GASOLINE FILTER prevents "gumming-up." Keeps carburetor or perfectly tuned! Porous bronze element "screens-out" all gums, tars, moisture from gasoline, prevents fouling. Better vaporization... enjoy extra mileage, power and pickup. No moving parts, lasts forever. Fits all cars—easy to install. Now only \$2.95. Item 3. Ppd.



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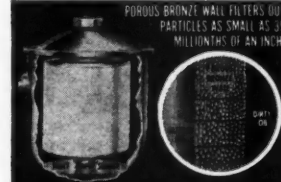
MICRO-LOK SPINDLE NUTS hold front wheels perfectly in line. 62-point micrometric head—10 times as accurate as ordinary spindle nuts. That means **TIRES GO STRAIGHT**... give up to 6,000 miles extra wear. It means safer steering... saves brakes and bearings. Made of tough, hardened steel. Insist on Micro-Lok. Only \$2.95 per car. Item 5. Ppd.



NEW BANDIMERE TIMING SELECTOR smooths out timing... for efficient engine operation, greater power, better gas mileage. Selector "tunes" spark for any load, altitude, fuel octane and speed. Reduces bucking, ping and stalling. Easily, quickly mounted under the dash of your car. Complete instructions included. Only \$6.95. Item 6. Ppd.



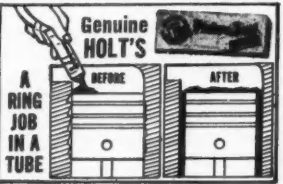
GET FULL EFFICIENCY FROM YOUR COOLING SYSTEM. McRay Protector-Rod unclogs rusty, corroded radiators. Rids radiators and block of scale, rust and corrosion. Alternate copper and zinc discs set up electro-galvanic action—remove old "crud" that solvents and flushing can't even touch. For cars, \$1.95. For trucks, \$3.35. Item 7. Ppd.



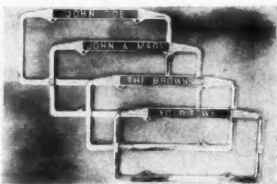
PERMA-BRONZE OIL FILTER. You can't buy better—why pay more? NEVER needs replacing. Transfer from one car to the next. Guaranteed for 10 years. Go up to 10,000 miles without changing oil! Acid neutralizer included. "By-pass" filter element, \$4.95. "Full flow" filter element, \$8.95. Complete "By-pass" filter with housing, \$10.95. Item 8. Ppd.



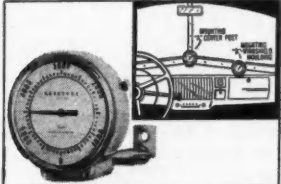
MAKES IT EASY for the "little woman" TO PARK THE CAR! Might save Dad some embarrassment, too. Auto-Parker ends guesswork, saves scraped fenders. Makes it easy to squeeze into tight spots. Attaches in one minute—no tools needed. Used by Auto Clubs and Driving Schools. Order now for fast, easy parking. Only \$1.00. Item 9. Ppd.



REVITALIZES "TIRED" ENGINES. Holt's Piston Seal restores NEW LIFE. NEW POWER to a sluggish engine! Unscrew spark plugs, squeeze Holt's into holes. Engine heat forms self-expanding seal... boosts compression, cuts oil guzzling like magic. Ends piston slap. Insist on genuine Holt's. Insured by Lloyd's of London. \$4.95. Item 10. Ppd.



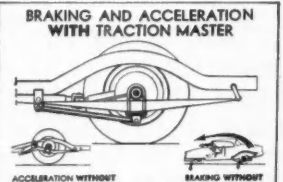
FLASH! LICENSE PLATE SIZE CHANGES. 38 states now conform to standard size! Personalized License Frames fit your new '56 plates—add neat, personal touch. Display name, city or firm name. Distinctive gleaming one-piece chrome frame. Up to 12 thick, die-cast chrome letters. Specify lettering. \$1.63 plus 10¢ per letter. Item 11. Ppd.



HOW HIGH THE HILL... how deep the valley? Are you approaching sea level... what's the weather going to be? Genuine Taylor Auto-Altimeter (similar to airplane altimeters) gives all the answers. Accurately determines elevation and atmospheric conditions. Easy to install, adjustable. 5,000-foot dial, \$9.95; 10,000-foot dial, \$10.95. Item 12. Ppd.



PROTECT YOUR FAMILY! Approved Safety Belts save lives... one may save yours! Don't compromise on cheaper, weaker belts! 3000-lb. test Heavy Duty nylon webbing. Strong, polished buckle. Comfortable, adjustable. Easy to install—complete hardware for SAFE attachment. State color: blue, maroon, gray or green. \$8.95. Item 13. Ppd.



TIE DOWN THOSE WHEELS—Traction Master stops drive-line "jump," prevents rear end "bucking"! Axle housing can't "rotate." Reduces front end "dive" when stopping. Gives up to 28% faster acceleration, a safer, smoother ride, longer life for tires, shocks, U-joint and axle. For all cars with leaf rear springs, \$39.95 pair. Install yourself. Item 14.



WORLD'S FINEST SPARK PLUGS by Lodge of England. Have solid platinum electrodes, wide heat range. Can't corrode or burn out... outlast average car. Original equipment in Rolls Royce! Gold-soldered inner seals, diamond-ground seats. Fit all cars (we ship correct model). Last "forever"! Pay for yourselves. \$3.75 each. Item 15. Ppd.



WHY SPEND MORE FOR WHITE WALLS? Special Kit converts black tires to white walls or color-walls in minutes. Super-tough bonding welds pure latex circles to tire walls. With applicator kit. White sidewalls: set of 4, \$9.95; set of 5, \$11.95. Add \$2.00 per set for pink, yellow, blue or green color-walls. Specify color. Item 16. Ppd.

FREE GIANT NEW CATALOG!

Contains thousands of speed, power, economy products—many not yet available in stores. Sent free with order of any item above. (Otherwise, send 25¢ for postage, handling.) Get yours today—shop from your arm chair.

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Gentlemen: Please rush items circled: 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16

My car is _____ Year _____ Model _____ No. Cyl. _____
Name _____
Address _____
City _____ Zone _____ State _____

ORDER BY MAIL TODAY! Satisfaction guaranteed or money back! Send currency, check or money order and we pay postage anywhere in the world on items marked Ppd.; others f.o.b. Los Angeles. 20% deposit required on C.O.D.'s (No C.O.D. outside U.S.A.). California residents add 3% tax.

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(ADVERTISEMENT)

McCulloch Supercharger



>> Tips

by
John Thompson

Fair warning department. Watch out for a McCulloch supercharged Vauxhaul "Velox," especially on your next visit to Wanganui, New Zealand. They've got one down there and it's a "bomb." "Oh, I say, anyone for a drag race!"

Interestingly enough, Vauxhaul is an old name in sports cars, a 1910 Prince Henry model having set a record of 100 mph! Vauxhaul is now a trade name of the English General Motors operation.

All the above is by way of saying that McCulloch superchargers get around. For example, we're supercharging a Marine Corps amphibious "Otter" for greater power at altitude. We've also shipped several McCulloch superchargers to Hiller Helicopters for use on their Franklin-engine powered helicopter.

Here's a hot one! Bill Williams of Los Angeles took home a trophy and a record from the Saugus Drag Strip after turning in 100.01 mph in the quarter mile. The car: A McCulloch supercharged T-Bird, bored .125, stroked .200, with special cam, three carburetors, Fordomatic, and stock rear end. It's a "wild one" but it shows what can be done with a McCulloch aboard!

While we're talking about T-Birds, Benson Ford (you've heard of him) drove Bob Estes' McCulloch supercharged "Bird" to San Diego and back the other day. All he would say on his return was, "WOW!"

Navajo Freight Lines, the Texas Oil Co. (Texaco) and several others are running McCulloch Superchargers on some of their big diesel rigs. Navajo reports their Cummins diesel powered Kenworth truck has better hill pulling ability, almost 10% better fuel economy, but most important to smog-bound Los Angeles, the blower practically eliminates exhaust smoke.

Preliminary dope on 0 to 60 mph times for '56 Ford and Mercury.

Car	Stock	McC Supercharged
Ford	12.0 sec.	7.5 sec.
Mercury	11.5 sec.	7.0 sec.

Both cars were automatic transmission jobs. Figures were from the speedometer against a stop watch.

As I write this, my first column is just out on the newsstands and already the mail is coming in. So keep it up and I'll try to answer all your letters. Also, if you want to know more about how a McCulloch supercharger can add 40% or more horsepower to your car, drop me a line. Be sure to tell me the make and year, the type carburetor, and if you have power kit or other power accessories. I'll send you complete details, prices and a new illustrated folder. Write to John Thompson, Paxton Products Division, McCulloch Motors Corp., 827 West Olive St., Inglewood, Calif.

NEXT MONTH: Some comparative performance figures on McC supercharged boats.

EDITORIAL

More Than Just A Slip of Paper...

RIGHT ABOUT NOW there are more people thinking of buying new cars than probably ever before in our history. The automotive industry has just completed a smashing sales year in which records were set individually by almost all manufacturers and collectively by all of them. And by all indications 1956 is shaping up as another smash year.

The prospective new-car purchaser now generally starts to consider the many ramifications attendant to new-car buying: what to buy, where to buy, how to make sure that he is getting what he is buying. As we have so often said, next to buying a home, the most important purchase we make is a new car.

Starting on page 17 of this issue (and for 17 pages) we give you our impressions of *all* the '56 cars in the hope that this will be a helpful guide to you as a future buyer. It would be impossible for us to cover every phase of the new models—even if we devoted the entire magazine to it (which we debated). We *do* want you to be informed, "... for an informed public is a wise public."

One of the most important facets of a new-car purchase (and one that is paid little heed until it comes time to use them) is that of guarantees and warranties. As one reader so aptly put it, "Many of us find that the shiny new car has a few built-in flaws which in many cases get only a minimum of attention during the meager 90-day guarantee period." Given the proper attention during this time, you can be fairly certain that the car will operate with considerable satisfaction during the coming months.

Many service problems arise from the fact that buyers do not understand the terms of guarantees or warranties. Most new cars are guaranteed by the dealer for any kind of defect or failure for a period of 90 days or 4000 miles, whichever comes 1st. *All* guarantees, however, do not read the same. Some offer 100,000 miles of service or similar foolhardy bargains. The fine print may say that the dealer will take care of all "service" during that mileage, but that you have to pay for labor, or parts, or both. Or, the burden of proof that a rear axle is bad may fall on you—with you having to remove it yourself. Don't forget the old axiom that "you can't get something for nothing."

At the time of buying, go over the terms of the guarantee with the salesman. Find out what the fine print says—and means. Most legitimate dealers will gladly explain it all to you. It's the one who brushes over it that you have to be wary of.

Before you accept the car, make certain that the terms of the guarantee are being lived up to, and that all items of correction are noted—in writing. It may be a bother to the dealer, but he won't mind if you *ask* for it, instead of demanding it. The same applies when you bring the car in for service. You'll probably get much better treatment if the service department thinks of you as a nice guy instead of a grouch. Incidentally, a phone call to make an appointment for service is more appreciated than dropping in at 9 A.M. and demanding a ring and brake job by 5 P.M.

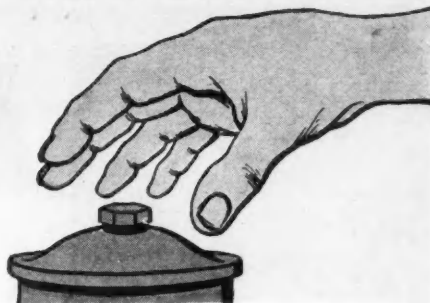
In a rare instance you may encounter a dealer who refuses to make good on a mechanical defect within the guarantee period, or who delays you until after it runs out—then shrugs his shoulders as if to say, "It's too late now. Sorry." If you feel this is happening to you, try to get something in writing (dated, and with the mileage recorded) *before* the guarantee is up. A written complaint to the manufacturer or his representative in that area will generally bring quick action.

A guarantee is no better than the dealer (and manufacturer) behind it. Make sure you understand it, ask for what is within your rights and no legitimate dealer will complain.

—Walter A. Woron

WARNING!

*Don't touch your oil filter
until you read this...*



Next to dynamite being wired to your starter, nothing will shorten the engine life of your car like making the wrong move with your oil filter . . . and making the wrong move is plenty easy.

The straight dope is this: Factory installed oil filters are nothing but a steel can filled with what is laughingly known as "filtering material" . . . in principle the same gismo that Detroit hung on cars in 1927.

This is just dandy, except that since 1927, petroleum chemistry came through with some slick crankcase oil additives—ones that free up rings, cut down varnish formation, prevent rust, control foaming and whatnot. You're smart, and you buy top grade oil, paying extra for those additives.

And what does your little Peachy Detroit Factory Installed Filter do to these additives? Ever see a blotter soaking up ink?

Also, since 1927, oil research digs up the fact that the real tough wear particles in your motor oil are microscopic—so tiny that eventually they slip right through conventional filters as if they weren't even there!

And then, the final blow. No one—but no one in this whole fat round world can tell you when you should change your oil filter! Why? Because motor oil doesn't get dirty from watching the speedometer. It gets dirty because of atmospheric

and temperature conditions and operating causes that can load a filter up with goo. Goo that will block up all but a few "channels" that pipe your oil along virtually unfiltered. This could happen in the first thousand miles!

So what can you do? Fortunately, modern research also developed the PERMA-BRONZE filter, which just doesn't ordinarily have any troubles. This giant bronze filter element (which fits in your present filter case) is made up of a jillion little bronze balls, uniformly spaced to filter out abrasives as small as 39 millionths of an inch in size. But those premium oil additives—they stay with your oil! And the goo it filters out, instead of standing around in the way, drops off the filter surface into a sump. You never need a replacement . . . for a quick rinse makes it like new.

On top of that PERMA-BRONZE also contains a magnesium acid neutralizer that neutralizes corrosive acids by chemical action.

BE TOUGH—LET US TAKE THE RAP

We guarantee PERMA-BRONZE for ten years—and the fact is that you will be worn out before it is, because it will never wear out.

Try it for 30 days, make any test you want. If you don't agree 100% that this filter does everything we say it does, send it back to us for a complete refund and a certificate entitling you to kick our advertising manager in the shins.

PERMA-BRONZE EVERLASTING OIL FILTER

EPCO's Chemical and Metallurgical Research developed the superior quality and design of PERMA-BRONZE Filter. Now, mass production has reduced costs, making it possible to offer you PERMANENT PROTECTION for most cars (those with by-pass systems) for only \$4.95. You can't buy better than PERMA-BRONZE . . . so why pay more?

If your dealer can't supply you, use coupon!



BY-PASS ELEMENT
now only...

\$4.95 for
most cars

(Fits your present filter case)

"Full-Flow" Element . . . \$8.95

Needed only for: '56 Chevy V-8, Buick V-8, Olds V-8, Pontiac V-8, '54-'56 Ford V-8 and Mercury, '52-'56 Ford 6 and Lincoln, '46-'56 Chrysler.

Complete Filter . . . \$10.05
By-pass element with case. (For cars with no stock filter.)

PERMA-BRONZE! Because . . .

1. PERMA-BRONZE is bigger than ordinary bronze filters. Its larger size and cylindrical shape (demonstrated in photo on right) give up to 43% more filtering area than competitive brands.

2. Thicker, heavy-duty, sintered bronze walls give superior structural strength—make PERMA-BRONZE up to 93% stronger than thin-walled imitations!

There is no "substitute" for PERMA-BRONZE because no other bronze filter combines these two important advantages for better, longer filtration.



DEALERS AND JOBBERS NEEDED

Dealers and jobbers are urgently needed to handle the ever-increasing consumer demand created by powerful advertising and editorial articles in leading national magazines. Get your share of this rapidly expanding market. For complete details, write, wire, phone.

CLIP AND MAIL COUPON TODAY!

ENGINE PRODUCTS MFG. CO.
5801 E. Beverly Blvd.
Dept. 443, Los Angeles 22, Cal.

☐ Rush By-Pass Filter Element at \$4.95

☐ Rush "Full-Flow" Filter Element at \$8.95.

☐ Rush Complete Filter Unit (Incl. Case) at \$10.95

☐ Enclosed is \$..... full price, ship postpaid.

☐ Enclosed is \$2.00 Deposit—ship C.O.D., plus postage.

Copyright 1956

GENTLEMEN: Please send me PERMA-BRONZE filter checked at left. I understand that if I am not completely satisfied I may return it for full refund within 30 days.

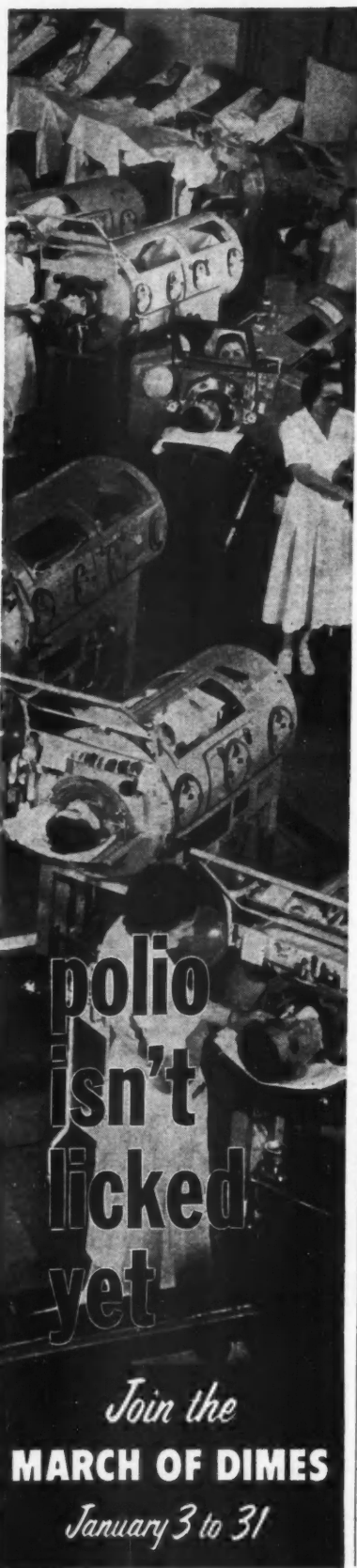
CAR YEAR.....MAKE.....

MODEL.....

NAME.....

ADDRESS.....

CITY.....ZONE.....STATE.....



Join the
MARCH OF DIMES
January 3 to 31

REVELATIONS

RPM

PER MINUTE

AUTOMOTIVE FACTS

SOME STARTLING REVELATIONS have been brought to light by the A.M.A., to wit:

1. Motor vehicle registrations and travel mileage on the highways are due to increase more than 33 per cent by 1965.
2. To correct road inadequacies, \$101 billion will be needed for highway construction during the next 10 years.
3. Half of the anticipated traffic growth in the coming decade will be on the 40,000-mile Interstate Highway System.
4. Special automotive taxes paid by U.S. motorists in 1954 totaled \$6.2 billion.
5. Seventy per cent of the world's passenger car production is in the U.S. Of world passenger car registrations, 73 per cent are in this country.

POSTSCRIPTS

WE HAVE NEGLECTED our Eastern friends in mentioning Citroen's Western distributors only [Dec. MT]. As of early January, '56, Citroen Cars Corp. in New York will open a new showroom and executive offices at 300 Park Ave., New York 22.

HOW BIG IS BIG?

SHORTLY BEFORE PRESSTIME a Senate Antitrust Subcommittee under Senator Joseph O'Mahoney (D., Wyo.) convened to study "how and why this tremendous enterprise has reached its present size." Other facets will include looking for the answer to whether G.M.'s bargaining power with suppliers puts the suppliers at an unfair disadvantage, and if G.M. (and other manufacturers) are forcing unwanted cars down dealers' throats.

THANKS FOR THE RIDE

MANY TIMES during the year, and particularly around the new-car season, we have to borrow cars from dealers to fill in the impressions we normally get from cars loaned to us from each of the manufacturers. It may be because we want to recheck a test figure, to take photographs, or to find if an early-production difficulty has been solved.

We would like to take this opportunity to thank the following Los Angeles and Hollywood dealers for their recent cooperation: Mel Alsbury, Inc. (Chrysler-Plymouth), Berl Berry, Inc. (Lincoln-Mercury), Crestview Pontiac, Dixon Cadillac, Inc., Lew A. Williams Chevrolet, O'Connor Lincoln-Mercury, and Waters Dodge & Plymouth.

"SAFETY CONSCIOUS" CONTEST

A STARTLING CONTEST which will provide 4 motorists a new car each every year for the rest of his life was inaugurated October 31 by Dodge. The purpose of this contest is to "Make America Safety Conscious," to promote public safety on the highway, and to reduce the number of accidents that has appalled highway and automotive officials alike.

The winners will be named on the basis of their knowledge of driving and safety principles, and will be awarded a new car every year as long as they live.

FORD STOCK

A PUBLIC OFFERING of about 15 per cent of Ford stock is planned for early '56. Stock will be reclassified into 3 types of shares—a new voting common stock, a new voting B stock and a new nonvoting A stock. The 3 types of stock will share alike in earnings and assets, but will vary insofar as voting rights are concerned.

The Ford family will give up its exclusive voting rights and will transfer 60 per cent of the voting rights to the new common stock. This marks the culmination of a long-held desire by trustees of the Ford Foundation to diversify its investment portfolio.

SPAIN ON WHEELS

SPAIN'S FIRST MASS PRODUCTION car factory, La Sociedad Espanola de Automoviles de Turismo (SEAT), announces that early in 1957 it will switch part of its production to the baby Fiat 600.

The factory also announced that production of the Fiat 1400 is now entirely Spanish. Up until recently, parts for the car were imported. The patents, naturally, remain in Italian hands.

At present there are 300,000 cars in Spain, or one car for every 100 inhabitants. Auto experts calculate that Spain must have an annual production of 40,000 cars before its automobile production can be compared with that of neighboring countries.

ALUMINUM AND AUTOMOBILES

ALUMINUM, SPARKLING in all the colors of the rainbow, will become commonplace on tomorrow's automobiles. That was the prediction made by David P. Reynolds, Vice-President of Sales, Reynolds Metals Co. He cited as an example the '56 Cadillac, which is featuring a gold-anodized aluminum grille.

Reynolds predicted a trend to aluminum car roofs, which he called "a neglected part of car styling." In addition to having good appearance, aluminum roofs are fadeproof, easily cleaned, and the metal is an efficient solar reflector, lowering the car interior's temperature in the summer.

STRICTLY FOR THE BIRDS

JEeps have been called ubiquitous, universal, redoubtable and countless other affectionate things. The name itself was borrowed by American GIs from a "Popeye" comic strip character, a pudding-shaped being from another planet who could foretell the future and do most anything else. From time to time, we have reported on Jeep-capades, the latest being uranium hunting (Aug. '55 MT). Now we hear that at Floyd Bennett Field (New York) they are using a Jeep carrying a tape recorder to frighten away seagulls so that jets can take off without colliding with them, an affair sometimes lethal for the plane and always for the bird. The Jeep goes tearing down the runway loudly playing the calls of frightened seagulls; the real birds take the hint and scam. This makes us wonder if Floyd Bennett was the scene of Frank Chakhsfield's famous recording of "Ebb Tide."

TRAVEL WITH A BOUNCE

FROM GOODYEAR'S news service comes word of the world's 1st commercial application of a rubber highway-railroad crossing, involving the 2-track main line of the Erie railroad and U.S. 42 at West Salem, Ohio. With wooden or asphalt fillers between the rails, this crossing proved impractical to maintain as it is said to be one of the most heavily travelled in the United States. More power to Goodyear for solving the technical problem with a new use for rubber, but wouldn't it be far wiser for state and railroad to get together and build a bridge or underpass? A smooth crossing is not always a safe one.

MOTOR TREND/JANUARY 1956 9

SPOTLIGHT ON DETROIT

by Don MacDonald

LAST AUGUST we pictured the final Kaisers to be built in this country loading for shipment to Argentina. Perón's order for 1002 cars was the sum total of the 1955 model run. Plans call for resumption of production in that country, but meanwhile many Americans mourn the death of a beauty.

NOW WE MUST REPORT the death of another one—the fine little Willys passenger car. It will not be produced for 1956. The reason, of course, is sagging sales (down last year to about 5000 units from a 1953 high of 42,433), too low to warrant the tooling expenditures necessary for a major facelift.

THE STORY BEHIND Willys' bid for a niche in the postwar passenger car market is one of the most interesting in the recent archives of motordom, and

also, in some ways, one of the most tragic. None of this was Henry Ford's fault, but by a queer twist of fate, the idea was born in 1946 behind the locked doors of his engineering department—then a receptive atmosphere.

CLYDE R. PATON at that time was consulting engineer to the Ford Central Staff, and his principal project was what amounted to a revival of the Model A. Ford, of course, was selling all the warmed-over pre-war Fords, Mercurys, and Lincolns that he could make, but the big design change of '48-'49 was in the works. The overall program called for new versions of these 3, possibly another Continental, and, most important, an economy car in true Model A tradition tho thoroughly modernized. General Motors was concurrently working on the top-secret "Cleve-

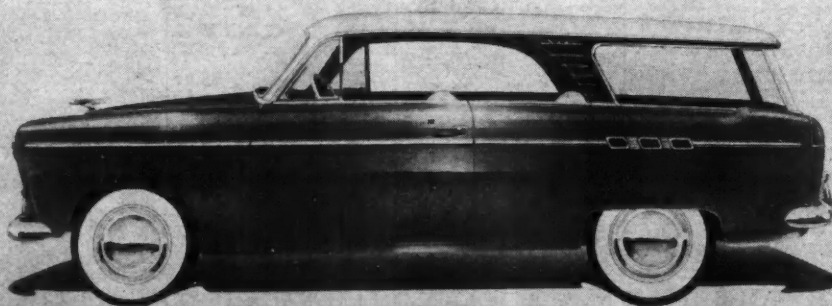
land Chevrolet," a car of similar concept. These, if they had materialized, would have fitted into the line priced and sized below the increasingly deluxe "standard" Fords and Chevrolets.

MARKET STUDIES indicated to both companies that if these cars sold, it would be at the expense of volume in the main lines. Growing American prosperity underlined the fact that while a relatively small car might be popular, it could not be austere. Engineering studies showed that it cost as much to make a small car (not in the European sense, but like the Rambler) as it did a standard-sized one, even in great volume. Material costs are negligible compared to labor and, to draw a parallel, it takes as much labor to put together a wristwatch as it does a mantel clock of equal quality.

THERE'S MANY A SLIP . . .

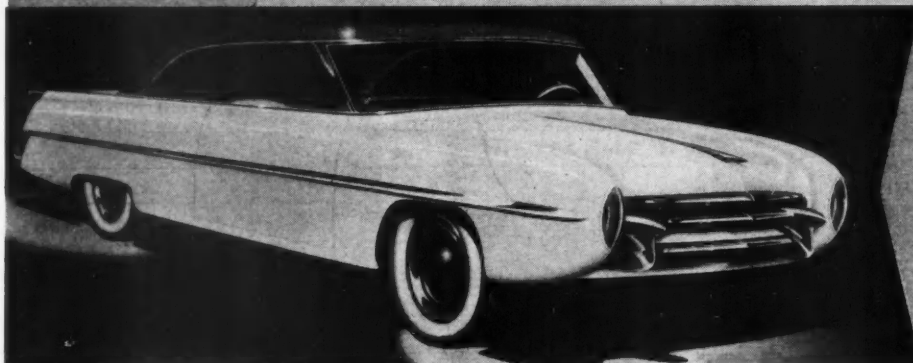
'55

no one saw this Willys hardtop wagon. Canadian management accepted car except for ports, rear fender



'56

was to mean a Willys like this. Despite wrapped windshield and new front and rear, it retained basic body



SMALL-CAR ADHERENTS were tough to discourage, then as now, so Paton left Ford with the idea of forming his own company. His design for a 2500-pound car, utilizing the latest in frameless construction, common body parts throughout the various models, and calling for a light but peppy 6-cylinder engine of about 90 horsepower was complete except for styling details. He found many potential backers, but the problems attendant upon starting an automobile company from scratch were getting a thorough public airing about that time, courtesy of Preston Tucker. Behind the scenes, many industry observers could detect the beginning of the end for Edgar Kaiser at Willow Run. This is not to mention contemporary minor attempts such as Playboy, Gregory, Davis, and Crosley.

IT WAS OBVIOUS that an existing company had to build the car. Going down the list of possible candidates, Kaiser was already deeply enmeshed in plans for the Henry J; Nash was projecting the Rambler; Hudson talked of the Jet; Studebaker had a rough equivalent in the Champion; and the Big 3 do not usually take individuals and their dreams seriously. This left one, and it was a natural.

CHAIRMAN WARD CANADAY of the Willys-Overland board first saw Paton's designs in 1948. He was definitely intrigued, but Paton heard nothing further until June, 1950. In the meantime, certain factions in Toledo were trying to talk Canaday into producing Jeep-like passenger cars (the cute but financially ruinous Jeepster was the first). The decision was long in the making, but when it came, the pressure was on. Paton went to Willys as Director of Engineering. He brought in the talented Phil Wright to finalize styling details. Ed DeSmet handled body engineering and Earl Mulich the running gear.

BY OCTOBER, 1950, these few men had whipped the design into shape for final production approval, helped greatly by engineers of the Murray Corp. of America, who were to build the bodies in their Detroit plant. (Murray, incidentally, was no stranger to the "small car" field; they had already done much unpublished work of their own and had actually built a neat running prototype which we have seen, aiming at possible production under their name). The 1st car came off the Toledo line amidst a swarm of Jeeps about 11 months later. It was engineered, tooled, and brought to production at a total cost of \$9 million, a figure so low as to flabbergast automotive executives.

THE FIRST WILLYS AERO was a 2-door sedan in 3 varieties. There was a bare-bones model, a custom model, and, a little later, a hardtop. All used the same basic body stampings, including roof panel. For the 1952 season, a 4-door was introduced with equally economic use of interchangeable stampings. Prior to the sell-out to Edgar Kaiser, the original Willys management planned to startle the industry in mid-1954 with the hardtop station wagon design shown on page 10. You will note on page 36 that Rambler is just now getting around to it. This year you would have been able to buy the other car pictured. As modern as tomorrow, it need bow to no 1956 model in current production and yet it calls for the same basic body designed by Clyde Paton in 1948. Only the quarter panels, grille, hood, roof and windshield are new.

RAMBLER'S MARKETING EXPERIENCE greatly influenced Willys thinking and also served to substantiate Paton's fundamental ideas. The market for a high-class but economical car was well-proved. The Willys Aero sold well during the first few years, and the project was in the black at the time Kaiser took over, despite production problems complicated by Jeeps of all types coming down the same line. It had more room inside than a contemporary Ford, in addition to being 700 pounds lighter. Existing Willys cylinder blocks (the 161-cubic-inch L-head 6 and later the F-head 4) fit well, and plans called for an F-head version of the 6 to bring horsepower up to the desired 90 to better the already adequate performance. The problem of isolation from road noise and shock, inherent in any "unit-construction" design, was solved better by Willys than any other maker, simply by cushioning everything in rubber. Front suspension was pillar-type, similar to Rambler, but the rear incorporated a floating crossmember mounted on rubber in shear.

EVEN THE PROTOTYPE had few bugs, and the car got off to a nice start, considering the production facilities available. The combined line (with Jeeps) was bragged about, but was a manufacturing and cost headache. The Aero had a heavy-car feel and ride, reasonable performance, outstanding economy, and excellent durability. (Paton still drives the 1st 4-door sedan built, which he bought after a 30,000-mile endurance test and has since put an additional 90,000 miles on it.) All these were pluses to offset the relatively high initial cost of ownership, enough in fact for MT (Continued on page 58)



"'57 Chrysler product bodies will be the lowest in the industry . . ."

MOST LIKELY—The "Flight Sweep" look will be more forward than ever, much akin to the idea cars shown in November and December MT.

"Chrysler 300 will be dropped . . ."

FALSE—A "B" version will show up soon, boasting about 330 horsepower, the same Imperial grille, and upswept rear fenders similar to other models.

"The Nash Metropolitan will be discontinued . . ."

FALSE—To date and since March 1954, they have sold 13,000 of these. Production orders have been renewed with the English manufacturing facility (Austin); the '56 model will get a minor facelift, no mechanical changes, and a greatly increased promotion budget aimed mainly at the East and West Coasts where the cars sell best.

"Besides a boulevard sports car, Corvette will supply from the factory special competition versions in 1956 . . ."

VERY POSSIBLE—Much talk about this, based not so much on dollar return from sale of the vehicle but the intangible reward of taking over the sports-car circuit. Car will be comparatively light, very powerful, but based on current plastic production models.

"Production version of Eldorado brougham (due about September of '56) will have single headlights amongst other changes . . ."

PROBABLE—Brougham production of 1000 units per year would not be enough to buck current state laws requiring one 7-inch diameter lamp in each fender or thereabouts.

"Pontiac will 'cooperate' with any bona-fide race driver who wishes to drive one of their cars on the stock circuit . . ."

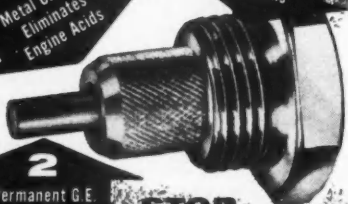
NO RUMOR—They have hired Lou Moore as their racing director as the first step in a long-range program to put Pontiac in the winner's circle.

NEW REACTOR PLUG DESTROYS ENGINE ACIDS!

1 Metal Catalyst
Eliminates
Engine Acids

3 Self-Sealing
Threads Prevent
Oil Leaks

2 Permanent G.E.
Alnico Magnet
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Automotive engineers have discovered that the corrosive sulphuric acid produced by fuel combustion is the greatest cause of engine wear. Your car engine produces an average five gallons of powerful sulphuric acid annually! It eats away at smooth metal surfaces, forms sludge and carbon, causing gradual power loss and increased gas and oil consumption.

FOR A CLEANER, MORE EFFICIENT ENGINE • Now you can prevent this damaging acid action with a simple, inexpensive crankcase drain plug—the new REACTOR PLUG. The REACTOR PLUG embodies a metal catalyst which destroys all engine acids!

The REACTOR PLUG also features a powerful, permanent Magnetic Attractor which traps damaging metal particles—filings, shavings, chips normally resulting from engine operation.

SAVES GAS, OIL AND REPAIRS • With acids and metal abrasives removed from the oil, your engine runs smoother and more efficiently for thousands of extra, trouble-free miles. Sludge, varnish and carbon deposits caused by acids do not form around piston rings, valves, spark plugs and other parts. You enjoy greater gasoline economy and increased horsepower, plus savings on engine repairs and overhauls. A REACTOR PLUG can save you literally hundreds of dollars during the life of your car or truck!

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- Destroys engine acids
- Sintered G.E. Alnico magnet traps microscopic "wild" metal particles.
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- Increases engine power, pick-up and efficiency.
- Increases gasoline mileage.
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- Saves engine repairs and overhauls.
- Guaranteed for 10 full years.
- Costs less—only \$2.49 for all makes and models of cars.
- Easily installed in 30 seconds when oil is changed.

MONEY BACK GUARANTEE

Install a REACTOR PLUG at your next oil change. Try it at least 30 days (or until your following oil change). If you don't notice the difference in engine power and all-around performance... if you aren't completely satisfied, return your REACTOR PLUG for a full refund.

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[MAKE, MODEL, YEAR OF CAR (S)]

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12361 Wilshire Blvd., Los Angeles 25, Calif.

LETTERS



MIDDLE-AGE SPREAD

Gentlemen:

As a Continental owner and long-time devotee of auto body design, I have followed the development of the new Continental with great interest.

The clay model of the winning design as shown on page 39 of your Nov. issue has hood, fender, and windshield design quite different from that of the finished product. This clay model also more closely resembles the description given by Walt Woron in your May '55 issue. What happened between May and November?

Few can deny the superb finish, detail and mechanical niceties of the Mark II. It seems, however, the "Queen of the '40s" has become the "Dowager of the '50s," with her expanded beltline and buxom windshield. G. W. Lockhart Marblehead, Mass.

SIXTEEN TONS

Gentlemen:

I suppose the lads chasing around in Jaguars, Lancias, MGs, Corvettes and Thunderbirds think they're something peculiar in this

est is the safety factor.

I must agree with Mr. Loch [Letters, Nov. '55 MT] that it is decidedly *not* comfortable to sit in a car in one position under a safety belt for hours on end.

On the other hand, as a licensed pilot, I have sat that way for hour after hour while flying, and gotten out of the aircraft feeling little or no discomfort.

Since better seat design seems to be the logical answer to the problem, I wonder why bucket-type seats with safety belts—and perhaps shoulder harness—can't be used in family cars as well.

Thelma L. Henry

Los Angeles

Dear Sir:

... We have had safety belts in our car for 2 years. I tried leaning over with the belt on and I do not hit my head on the dash. Why should it be any worse to get a woman to use one than a man? It need not be so tight as to wrinkle the clothing and for Mr. Loch's information, vanity is just as prevalent in men as it is in women.

Mrs. M. E. Cooper

Pomona, Calif.



advanced era. But they're not. We had the same idea back in the nearly prehistoric days of 1912-15.

The Chadwick was a he-man's car—it took brawn to get it going, but when it caught, the racket was the most soul-satisfying sound I ever heard.

The 30-gallon gas tank and the three 36-inch spares around it on the rear deck were not niceties of design. They were dictated strictly by necessity. Like all rugged pioneers, the Chadwick had a robust appetite. It seems to me that we were always filling the tank and fixing flats. We rode on 60 pounds of air in those days and the tire manufacturers were daringly guaranteeing 5000 miles.

There were 4 speeds forward, but they were not selective. The shift lever moved in a straight line, like the brake handle and locked in each position. You had to shift 1-2-3-4 on the way up and 4-3-2-1 on the way down. If you were in high and had to stop, it took a minute or so to get back to neutral.

The Chadwick was a sports car of a virile era. Guy W. Bisbee St. Paul, Minn.

Gentlemen:

How safe are safety belts? About a week ago, a '56 convertible passed me going about 75 to 80 mph with the top down.

About 250 yards down the road ahead of me, the car lost control and hit a utility pole which came crashing down on him. When I got to the car, he was dead—the pole had crushed him still strapped into the seat with his safety belt.

The State Police arrived and after an examination of the accident said, "If it wasn't for the safety belt the kid would have been thrown clear of the car and would probably be alive."

This is one for the experts to answer.

Robert Murphy Fall River, Mass.

... Or he might have been killed by getting crushed against the steering wheel, or by the impact when he hit the ground. At 75 mph he was traveling 110 feet per second and within 50 feet after being thrown clear of the car would have hit with a force equal to 73 Gs. At 5 Gs is sufficient to kill instantly.—Editor

ONE ALONE

Dear Mr. Woron:

I am a 13-year-old high school student who is very motor minded. I have read many books on automotive engineering and design.

I wish to be an automobile designer. I love to design new-type suspensions, carbs, combustion chambers, safety features, electrical systems and interiors.

Unfortunately, I find all this to no advantage because I have no one to "talk cars" with me. My friends are only interested in what a car looks like and motor-minded teachers have no time.

I was wondering if you knew someone I could correspond with in my age group. I do hope this letter will come to the attention of your readers.

Wilson Lewis

Chicago

THE NIGHT HAS A THOUSAND LIGHTS

Sirs:

Concerning polarized headlamps and goggles (or visor) as a means of eliminating blinding headlight glare—is any effort being put forth to make this combination mandatory equipment for night driving?

When you can see the oncoming driver and distinguish the make of his car behind his headlights, that is real night-driving comfort as well as safety.

Hal Spiess

Los Angeles

PICKUP AND GO

Gentlemen:

Here is our customized Mercury pickup. This job started out as the badly burned remains of a '55 Mercury Custom 4-door purchased at a local wrecking company.

Desiring the utility of a half-ton pickup with the beauty and comfort of a high-powered automobile, some 5 months of odd hours and weekends were put into the construction of this silver-and-black pickup.

The original roof and front doors were revamped and blended with a '54 Ford cab back to give a low, racy cab design; outside overall height of 61 inches leaves plenty of leg- and headroom.

In spite of the long, low lines, the overall bumper-to-bumper length remains the same. Rear-wheel tread was widened 2 inches for added stability.

Power is by big Merc with a power



pack and duals thru Mercomatic, which gives a lot more go than will ever be used.

Jack Simon

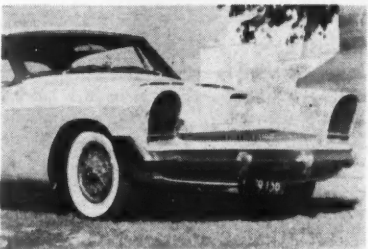
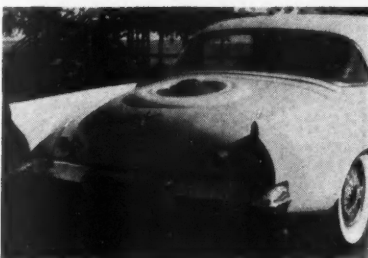
Dallas, Tex.

SUPER STUDE

Dear Sir:

I'm forwarding photos of my '53 Studebaker V8 hardtop on which I have done a little custom work.

It took me 2 weeks of spare time to make the all-aluminum grille. The lights are



behind the front grille and believe it or not, they work.

The scoops in the lowered hood are functional. The front of the car is 6 inches longer. The rear is 5½ inches longer. The continental kit is hand-formed in 4 parts. The spare tire sits under it. Exhaust tips come thru the tail lights.

A. G. Smith

Toronto, Ont.

RADAR REVISITED

Dear Sir:

Your editorial in the September issue ["The Human Side of a Machine"] was a good one. I've read it over several times. You brought out several points which we all may or may not fully agree with. The gist of your editorial seems to be: "Be careful in using machinery in controlling traffic, lest we endanger the motorists' inherent rights. Instead, use the machinery to determine new norms for traffic movement."

Then what happens? How do we enforce the new speed limits—the norms? Should we put the limit on the road or on the driver?

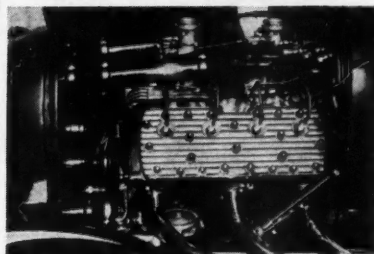
The average driver on the public roads has a complete disregard for the rules and regulations in effect, and is almost totally lacking in common courtesy.

D. L. MacDaniel, O.D. Connorsville, Ind.



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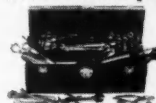
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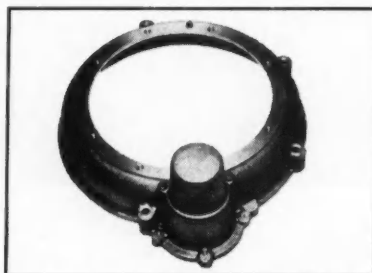
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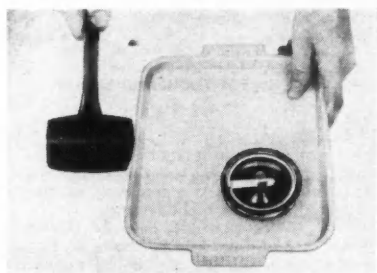
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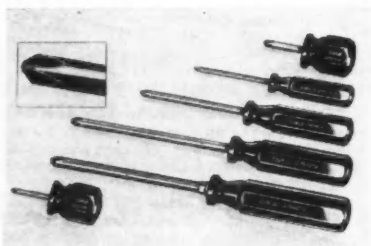
SAFE-T-SEAL is said to better gas mileage, assure instant starting, and increase electrical system efficiency by stopping corrosion on battery terminals. Also prevents drowning out in wet weather. Takes just 30 minutes to apply. Kit \$2.50 from Hornsby & McKinley Co., 6606 Hollywood Blvd., Hollywood, Calif. Dept. MT.



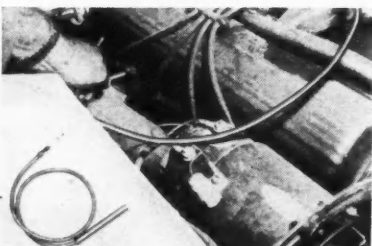
CRAGAR'S new adapter fits the big ohv Ford or Mercury V8 to the 1932-48 transmission. The starter is placed on the right side of the block—out of the way of the steering gear. Instructions included with each adapter. \$59.50 from your dealer (Cragar sells at wholesale only). Cragar Equipment Co., 3663 Gage Ave., Bell, Calif.



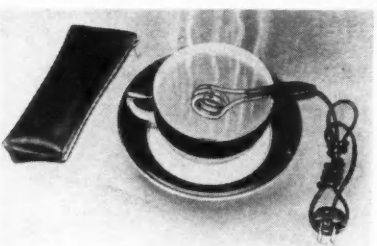
TWIN-GRIP shakeproof ashtray grips any smooth surface and stays put until it's removed. Neoprene vacuum Twin-Grip is heat-proof. Satin black bakelite tray won't burn, rust or tarnish. 3 1/2-inch windbreaker rim is either silver or gold tone, and instantly removed for emptying. \$1. Twin-Grip Inc., 2032 E. 22nd St., Cleveland, Ohio.



SPECIALLY HARDENED Phillips screwdrivers by Snap-on Tools Corp. are said to eliminate the experience of ruining the tips of Phillips screwdrivers when trying to turn a hardened self-tapping screw. Set of 6 with shockproof plastic handles. For further information and prices, write to Snap-on Tools Corp., Kenosha, Wis.



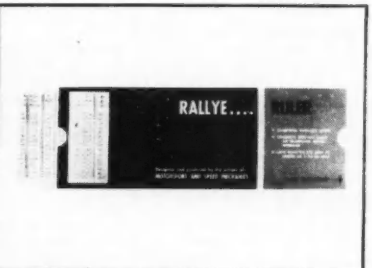
DETECT FAULTY SPARKPLUGS with "Live Wire." Eliminates disconnecting wires, fumbling around hot engines, or using tools that may damage the sparkplugs. Steel needle in non-breakable insulated handle attached to 31 inches of high-tension wire ending in a ground clip fastener. \$1.25. H. C. Sweet Co., 12345 Telegraph Rd., Detroit 39.



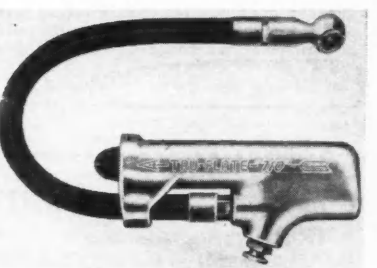
MAKE COFFEE in an instant, heat the baby's bottle, or warm your shaving water. Makers say this portable coil heats water in seconds and boils it in 2 minutes. Operates on 110 volts, AC or DC. Pocket sized. Complete with 32 inches of cord and zipper carrying case, \$3.95 postpaid. Rayo Sales Co., Box 632, Danville, Ill.



OIL temperature comes to proper operating level faster with the Hoskinson Thermotrole heat exchanger. Makers claim it helps prevent engine wear during short-haul and start-and-stop operation by using heat from the exhaust pipe to warm the oil quickly. Further details from Continental Thermotrole, Falmouth and Denton Ave., New Hyde Park, N.Y.

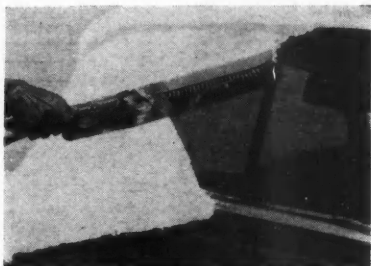


RALLYE RULER for participants in automobile rallies, or for the family on tour. Shows average speed at a glance and also shows how to correct driving speed to maintain a given average speed. Minutes required to drive one mile at any speed from 1 to 60 mph are also shown. \$1 from Motor-sport Magazine, 215 4th Ave., New York.

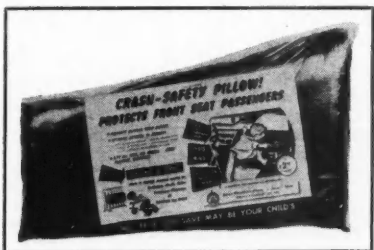


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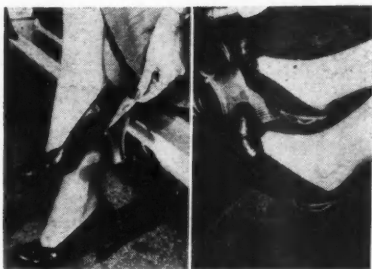
made herein are those of the manufacturer, and do not constitute an endorsement by Motor Trend. When ordering, include sales tax if required by your state.



SNO-CHASER, a long-handled brush, whisks snow from your car and lets you keep your clothes dry. Has a brush on one end and plastic scraper on the other. A 25½-inch handle makes it easy to reach all parts of the car. A live rubber squeegee removes steam from windows. National Brush Co., Aurora, Ill. Price, \$1.



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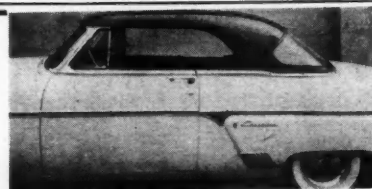
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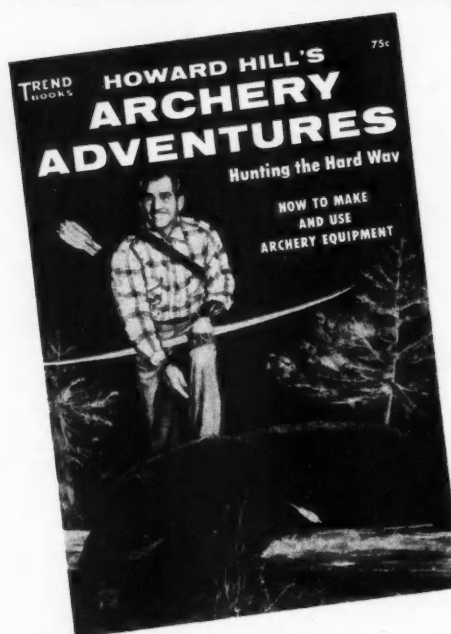
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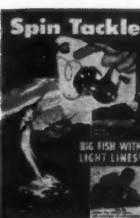
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"I'M GOING TO BUY A '56 ...

**...and I was wondering
if you could help me to decide
which of the '56 cars would
be best for me?"**

ABOUT THIS TIME OF YEAR, this is the question that we are asked most frequently. It's an extremely difficult question to answer intelligibly, since to answer in a certain way for one person is to answer it wrongly for another. There are no 2 conditions that are entirely the same, and the variance between them is what will make a car desirable for one buyer, and totally inadequate for the wants of another.

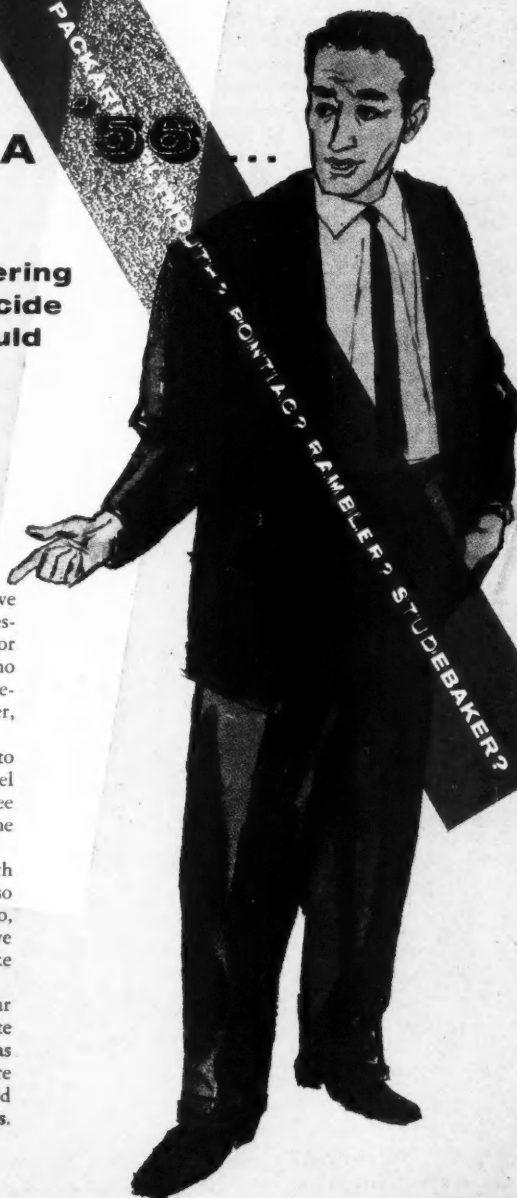
That's why we, as the editors of *MOTOR TREND*, would like to guide you to the new-car showrooms, put you behind the wheel of *all* the new cars, point out those features which you can see and feel *only* by being behind the wheel or by riding in the car, then let you decide for yourself.

Many dealers advertise "road test demonstrations," which may or may not be liberally sprinkled with sales pitches, so that you *can* get the feel of the car yourself. Chances are, tho, that you won't do this with more than one or 2 cars. Since we've had the opportunity to drive all of them, you may as well take advantage of that fact.

If you want to buy a new car, we'll help YOU make up your mind as to *which one* in the following 17 pages. (You'll note that 2 of the cars are covered elsewhere in the magazine as complete road tests, while the Hudson and Studebaker are covered in more detail since we have not previously published photos of them.) We have even anticipated your questions.

—THE EDITORS

art by john miller



BUICK?

YOUR 1956 BUYER'S GUIDE

Q. Is the driving position comfortable?

A. Deep, low seats in normal position fit long-legged drivers (or passengers) and new, optional 6-way power adjustment adapts to any configuration plus eliminating fatigue on long trips thru switching the pitch. Brake pedal is now pendulum mounted, even on synchromesh Specials without power boost. Legibility of all gauges has jumped from bad to excellent with installation of color-coded units that show green for safe, red for dangerous. Glare is negligible, especially on Roadmasters with vinyl-covered panel (standard) or others if this option is specified. Buick steering wheel diameter is just about ideal, and design is free from knobs and other protrusions on rim.

Q. Is vision good?

A. Wraparound windshield with glass well forward and vertical pillars is freer than most from distortion at the corners. Higher front fenders on all Buicks aid aiming, and Roadmasters add a pair of fender-mounted bombsights for good measure. Vision to rear is good, Specials and

Centurys actually having more glass area there than bigger Supers and Roadmasters.

Q. Is it easy to drive?

A. Power-loaded Buicks are eminently easy to drive. Power steering, standard on Supers and Roadmasters, is of the new Saginaw type, retains road feel; power brakes are positive but not too sensitive; and of course Dynaflow can be challenged for ease of operation only by this year's crop of pushbutton transmissions.

Q. Does it handle well on the road?

A. The '56 Buicks have been subjected to numerous detailed but important running gear changes. They add up to give the cars more tendency to understeer (drift thru rather than break loose at the rear) in a fast corner. In normal driving, this gives more of a feeling of stability. Changing kingpin angle (7 degrees outward at the top compared to last year's vertical) and moving the steering arm upward 1/4-inch improve directional control. Urge of past Buicks to pull on a crowned road has been eliminated. Brakes have a grooved lining to avoid erratic stops.

Q. Does it have a good ride?

A. Main suspension change is a switch at the rear to direct-action (tubular) shock absorbers. Ride is still softer in all models, which makes Buick as pillowy as anything built in America today. Softness does not seem to affect generally good standards of roadability, tho. Outward appearance of lean during fast cornering seldom causes discomfort to passengers.

Q. Does it have good performance?

A. The answer to this question is Buick's forte. Few if any cars will keep up with a

1956 Century leaving a stoplight under a full head of steam, especially if it is equipped with optional dual exhausts. Revised Dynaflow with second stator assembly gives much more solid take-off feeling. Biggest improvement is in Special, which now has a 2-barrel-carburetor version of the big engine, giving performance about as good as the original 1954 Century. Using LOW range to advantage, you should make 0-60 mph in 11-12 seconds with ease. The big Super and Roadmaster are now the match of last year's hot Century, especially in the passing range (4.5 seconds from 30-50, under 12 from 50-80).

Q. Is it economical?

A. Surprisingly so, considering the 322 cubic inches of engine coupled, in the main, to a torque converter. At a steady 50 mph, any car in the lineup will give you a solid 17.5 to 18 mpg, the Special being more likely to approach 19. Another economy factor perhaps more important than gasoline consumption is durability. This is the 3rd year around on the basic design of running gear and body, the 4th year for the engine. Buy one this year and you will get all the advantage of millions of miles of service experience on every component.

—Don MacDonald

See Dec. '55 MT for styling and model information. Road tests ('55 Century) April '55 MT, ('55 Special and Roadmaster) July '55 MT.

PRICES: (Including suggested retail price at main factory, federal tax, and delivery and handling charges, but not freight.) SPECIAL 2-door sedan \$2313, 4-door sedan \$2372, 2-door hardtop \$2413, 4-door hardtop \$2484, convertible \$2696, 4-door station wagon \$2731. CENTURY 2-door hardtop \$2918, 4-door hardtop \$2980, 4-door station wagon \$3211, convertible \$3261. SUPER 2-door hardtop \$3159, 4-door sedan \$3205, 4-door hardtop \$3395, convertible \$3499. ROADMASTER 4-door sedan \$3488, 2-door hardtop \$3546, 4-door hardtop \$3647, convertible \$3659. Dynaflow standard on Century, Super and Roadmaster. Power steering standard on Super and Roadmaster.



CADILLAC?

Q. Is the driving position comfortable?

A. Seats are well padded and firm. Instrument grouping has been touched up for greater legibility and the glove box

has been moved over closer to the driver, where it belongs. New this year is a wide, pendulum-type brake pedal readily reachable with either foot. Those who have

taken long trips in current Cadillacs appreciate the comfortable positioning of the steering wheel and armrests and the generously dimensioned interior.

Q. Is vision good?

A. Wide wraparound glass gives good forward visibility despite high hood. Body posts in all models are as narrow as possible, do not bother you while parking. Thanks to the famous "fishtails," all fenders can be seen by the driver. A rear-view, side mirror adjustable from inside the car, something every make should have, is standard equipment.

Q. Is it easy to drive?

A. Since all Cadillacs come equipped with power assists for brakes and steering, all the work (and much of the fun) has been taken out of driving. Car ignores car tracks, road shoulders.

Q. Does it handle well on the road?

A. Even the most rabid pre-1956 Lincoln fancier will admit that a properly handled Cadillac despite its bulk can give him a lot of trouble in the mountains. Car leans moderately when cornering, but not enough to cause driver or passenger discomfort. On straightaways, there is nothing to do but aim, sit back, and relax.

ing to do but aim, sit back, and relax.

Q. Does it have a good ride?

A. Around town or on the farm, soft pil-low ride rates about tops among conventionally sprung cars. Noise-dampening standards are excellent. Suspension practically unchanged from last year.

Q. Does it have good performance?

A. Cadillac has nailed down top honors in this department for the last 2 years in a row. The 1956 model, with horsepower boosted to 285 (305 on Eldorados) should accelerate better and pass even more agilely. Expect 0 to 60 mph in about 11 seconds, in DRIVE range with 6 people aboard. Quarter-mile time should be even better than last year's near-top 17.6 seconds, with 30 to 50 taking around 4½ seconds, and accelerating from 50 to 80 will probably need less than 10 seconds. Biggest news is not how fast but how smoothly you can reach highway speeds. The redesigned Hydra-Matic moves thru its 3 upshifts, and back down again whenever necessary, almost without the driver

being able to sense them. Hydra-Matic has lost little, if any, of its efficiency in switching to a smoother shifting mechanism. And it's now about as smooth as any torque converter excepting Buick's unaided-by-gears Dynaflo.

Q. Is it economical?

A. Again, recent Cadillacs have not only topped their own field in this category, but also do better than most smaller cars. The '55 Cadillac took on only one gallon every 13.8 miles of average driving, and in level-road steady-speed fuel checks went as far as 24.4 mpg at 30 mph, 21.5 at 45, 17.9 at 60, and 15 at 75. The big boost in displacement (up 34 cubic inches to 365) may cut into this record.

—Don MacDonald

See Dec. '55 MT for styling and model information. Road test ('55 Cadillac 62) June '55 MT.

PRICES: (Including suggested retail price at main factory, federal tax, and delivery and handling charges, but not freight.) SERIES 62 2-door hardtops \$4146 and \$4569, 4-door sedan \$4241, 4-door hardtop \$4698, convertible \$4711. SERIES 60 SPECIAL 4-door sedan \$4992. ELDORADO 2-door hardtop \$6501, convertible \$6501. Hydra-Matic and power steering standard.



Q. Is the driving position comfortable?

A. Yes, tho not overwhelming as in some cars. Seat and seatback both low; rearmost position somewhat cramped for very tall drivers. Near-vertical, in-your-lap wheel makes for different feel from all pre-'55 Chevys; has finger notches underneath for better control on long drives, but retains hazard (at least mental) of pointed hub. Medium-width brake pedal is low with power braking, can be used with left or right foot. Transmission housing makes good side rest for accelerator foot. Window cranks require excessive turning. Heat and vent controls simple and handy, tho lettering is small. Center glove box and ashtray safely located for driver. Clearly marked instruments occasionally blocked by full horn ring, frequently reflect driver; chrome trim, too, contributes more than its share of reflections by day or night. Top of panel polished, too. Sufficient room, but interior has more compact feel than in some cars.

Q. Is vision good?

A. Without parallel in conventional cars. Short-hood design, low dash, narrow cornerposts all help. Rear-view mirror too narrow to take advantage of wide rear

window without blind spot, or of visible rear fenders. Mirror flips over to avoid right front blind spot for taller drivers.

Q. Is it easy to drive?

A. Again squared-off look and short overall length pay off. Without power steering, effort is low and control precise; with power steering, effort is of course less; its feel is less loose for '56, as is that of the unchanged Powerglide with this year's greater horsepower. Surface irregularities are little problem with manual steering, none with power.

Q. Does it handle well on the road?

A. Yes for both the 6 and the V8, but the V8's new power inspires a feeling of confidence when you find yourself in one of those tight spots. Even in conservative driving, the lighter V8 engine makes for better weight distribution and better coordination. You can make the rear end break loose, but you'll have to be a trick driver to do it, and then pulling out is a cinch. Ordinarily you'll never lose traction, but may notice 4-wheel drift under the worst circumstances. Car is so solid and sure of itself as to astonish those who have known earlier models, and you may find

yourself going much faster than you intended with a feeling of utter security.

Q. Does it have a good ride?

A. It combines flat cornering with excellent shock insulation for passengers. Its short wheelbase is against it when you meet 2 bumps close together (as in crossing a deeply guttered, narrow street); you'll feel such a bump, but the car won't lose its head. Would benefit, comfortwise, from more room front and rear. Satisfactorily quiet except when engine is cold.

Q. Does it have good performance?

A. We hadn't completed our road test as this issue went to press, but it was obvious that this car is continuing evolutionary changes after its complete turnabout in '55. Even the 6 has more power (and hydraulic lifters on all models) but the line's standout is the powerpacked Super Turbo Fire with 4-barrel carburetor, 9.25 to 1 compression and dual exhausts. It could be the spotlight showoff of '56, bettering last year's top performance in its class of 12.3 seconds to 60 mph, 19 seconds for the standing quarter-mile, 4.4 seconds from 30 to 50, and 15.5 seconds for 50 to 80 mph. Excellent at continued

CHEVROLET?

high speeds. Powerglide takes added power without shudders even when punished. Upshifts occur at higher speed than before, making better use of geared starts or downshifts for a burst of speed.

Q. Is it economical?

A. Yes, if you drive it for that. With the V8, this requires real discipline, since it seems to urge you to go faster. Around-town mileage should be about 14.5 mpg.

Last year's test car got 20.6 mpg at a steady 30 mph, 19.2 at 45, 15.8 at 60, and 13.8 at 75. Conservative driving with an overdrive-equipped 6 will really build your savings account. Our '55 Chevy 6 got a tank average of 19.3 mpg, and at steady speeds of 30, 45, 60, and 75 respectively, got 30.2, 27.4, 21.2 and 16.6.

—Pete Nelson

See Dec. MT for styling and model information. Road test ('55 Two-Ten V8 with Powerglide)

Jan. '55 MT ('55 Two-Ten 6 with overdrive) Aug. '55 MT.

PRICES: (Including suggested retail price at main factory, federal tax, and delivery and handling charges, but not freight. These prices are for 6-cylinder models, V8s are \$99 more.) ONE-FIFTY business sedan \$1700, 2-door sedan \$1792, 4-door sedan \$1835, 2-door station wagon \$2137. TWO-TEN 2-door sedans \$1878 and \$1937, 4-door sedan \$1921, 2-door hardtop \$2029, 4-door hardtop \$2083, 2-door station wagon \$2181, 4-door 2-seat station wagon \$2229, 4-door 3-seat station wagon \$2314. BEL AIR 2-door sedan \$1991, 4-door sedan \$2034, 2-door hardtop \$2142, 4-door hardtop \$2196, convertible \$2310, 4-door 3-seat station wagon \$2448, 2-door Nomad station wagon \$2574.

CHRYSLER?

Q. Is the driving position comfortable?

A. If you like to sit up straight and command a good view of the road, you'll find the tall-in-the-saddle New Yorker and Windsor to your liking. Chrysler uses high seats to good advantage, putting you right up to wheel. Legroom rates excellent. Wide front seat calls for stretch to glove box. (Space required for Highway Hi-Fi negates use of center compartment.) Armrests are well placed, comfortable.

Q. Is vision good?

A. Windshield distortion at upper corners, apparent in some '55s, not as noticeable in '56s we've seen. Windshield wiper sweep is improved this year, can be improved further. Front fenders visible, over-hood vision very good for such a big car.

Q. Is it easy to drive?

A. New Yorker is 7 inches longer, 5 inches wider than chunky '51 New Yorker, 1st Chrysler available with power steering; but driving ease has quadrupled over years to where big '56s rate easiest of their class to drive. Fast-turning, full-time power steering allows all-important feature of maneuverability, should be ordered on your Chrysler. One drawback is power steering's lack of road feel; but power assist offers advantages of no steering wheel shock, no fight in ruts or car tracks. Feather-light power brakes are easy to apply, to get used to, to like. Pedal is one of industry's widest. PowerFlite's pushbuttons are handy to your left hand; other controls easy to reach and use.

Q. Does it handle well on the road?

A. New models are like last year's cars (line is unchanged in chassis design) in that they possess a flowing ride; but this on-a-cloud action has as a reaction nose-

down cornering, heel-over (more evident from outside car than to driver or passengers) on curving roads. Conversely, cornering is surprisingly precise, and car hugs road until beyond breakaway point of many harder-riding cars. But it's always easy to handle.

Q. Does it have a good ride?

A. One of the best, due to seating positions, interior spaciousness (legroom, shoulder room, hiproom, headroom), and perhaps more important in this price class than actual seat comfort, quietness. Body lean in tight turns may be more noticeable than in many cars, but Chryslers have ability to soak up road shock before impact gets to car interior and into your bones.

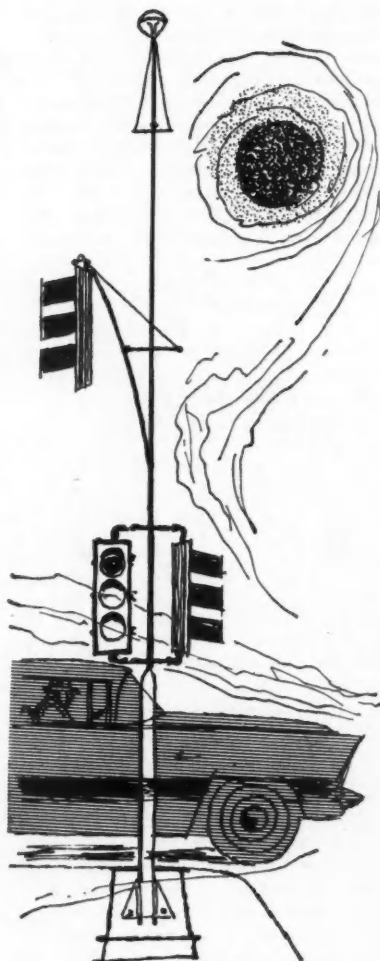
Q. Does it have good performance?

A. Windsor should be able to get to 60 in about 12 seconds, flash thru a quarter-mile nudging 80 mph. Larger-engined New Yorker Deluxe should be faster to 60 by some 2 seconds, should stop the watches at the end of a quarter-mile in a little below 17.5 seconds, with some 5 mph greater speed than the Windsor. Both cars will be near the head of the class in 50-80 times, both hitting it close to 10 seconds if they're in average tune.

Q. Is it economical?

A. Altho Chryslers will run more efficiently at higher speeds (on a power-to-power basis) than the '55s, mileage will be down slightly on the heavy, 4-barrel-carburetted New Yorker. Windsor (with higher compression ratio, lower rpms, smaller carburetor than last year's New Yorker) should outshine either of the '55 Chryslers in economy. The '55 Chrysler New Yorker got 20.2, 17.9, 15.5, and 13.1 mpg respectively at steady speeds of 30, 45, 60, and 75 mph. Tank average was 13 mpg.

—Jim Lodge



See Nov. MT for styling and model information. Road test ('55 New Yorker) May '55 MT.

PRICES: (Including suggested retail price at main factory, federal tax, and delivery and handling charges, but not freight.) WINDSOR 4-door sedan \$2825, 2-door hardtop \$2859 and \$2996, 4-door hardtop \$3083, convertible \$3290, 4-door station wagon \$3553. NEW YORKER 4-door sedan \$3728, 2-door hardtop \$3900 and \$3944, 4-door hardtop \$4050, convertible \$4191, 4-door station wagon \$4472. PowerFlite standard on New Yorker.

CLIPPER?

Q. Is the driving position comfortable?

A. Normal seating position is quite high and comfortably so, since it accentuates good vision all around. Wheel lets you reach thru (rather than around) it to operate pushbutton Ultramatic-equipped cars. Large accelerator pedal angles sharply from floor, can be uncomfortable. Enlarged brake pedal is fairly low, makes pivoting from accelerator easy, fairly good for left-foot brakers.

Q. Is vision good?

A. Here again the relatively high seating position coupled with a sloping hood and wide wraparound make you master of the wide area you survey. Large window at rear with trim supporting posts provides fine rear vision; good-sized rear-view mirror takes advantage of it. High front and rear fenders let you know where you stand in parking or tight situations. You could get some glare from the ornate panel.

Q. Is it easy to drive?

A. Power-steering-equipped Clipper has an amazingly light feel, is very easy to steer and maneuver, has just a minimum of road feel. Reduced turns lock to lock make steering considerably faster and a new flexible coupling all but eliminates wheel shock.

Q. Does it handle well on the road?

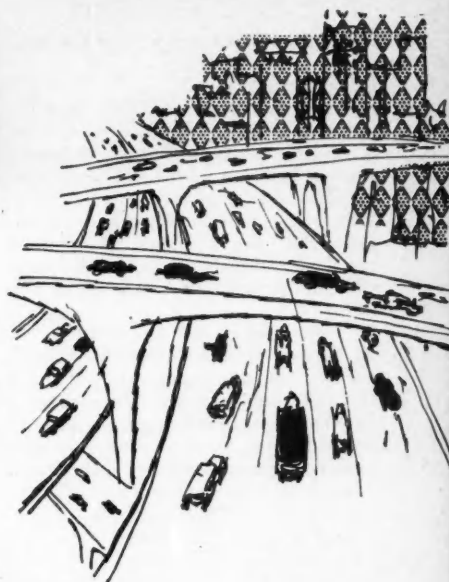
A. Surprising in this phase, Clipper feels at 1st like it might get you into trouble on a turn taken too fast. But once you're into the turn—available horsepower notwithstanding—Clipper is very stable and goes right where you point it without much fuss at all. Actually, Clipper goes easily into a firmly controlled drift, and within reason, you're the boss.

Q. Does it have a good ride?

A. Last year's big selling point—torsion bars—are, of course, still with Clipper. While they aid in smoothing out bumps, Clipper's claim to fame is not nearly so much a soft ride as a level ride. You still feel bumps and railroad tracks—outstanding feature is complete lack of pitch or rebound coming out of a bad bump or dip, or uncomfortable feeling when car is unevenly loaded front or rear. If you have some rough roads to travel, Clipper's torsion bars add up to least tiring ride on the road. New car is a little less noisy.

Q. Does it have good performance?

A. Clipper advertises (and has) most torque output of any car in its class—380 pounds feet at 2800 rpm for the 275-horsepower engine. That means dig and the '56 Clipper has it. It'll break 11 seconds in the 0-60 range and should easily clip a quarter-mile in 18 flat. Improved Ultramatic should make for better pass-



ing speeds too; about 4 seconds from 30 to 50, 13 seconds for the 50-80 range. Top speed will be just over 105 mph.

Q. Is it economical?

A. With its high 9.5 to 1 compression ratio and unusually high 2.87 rear axle, '56 Clipper will get better fuel economy along with its improved performance. In moderate steady cruising ranges (45-60) you can happily plan on getting close to 20 miles per gallon. Around town driving will result in about a 13-mpg average.

—Al Kidd

See Dec. '55 MT for styling and model information. Road test ('55 Custom) June '55 MT.

PRICES: (Including suggested retail price at main factory, federal tax, and delivery and handling charges, but not freight.) DELUXE 4-door sedan \$2731. SUPER 4-door sedan \$2866, 2-door hardtop \$2916. CUSTOM 4-door sedan \$3069, 2-door hardtop \$3164.

YOUR 1956 BUYER'S GUIDE

CONTINENTAL?

Q. Is the driving position comfortable?

A. You'll note 1st of all that you sit closer to the windshield than in most cars (except sports varieties). Seat positioning for more (or less) legroom and headroom is accomplished by power control in armrest of driver's door. Sort-of bolster effect across top and sides of deep seats provides you with comfort and acts somewhat like bucket seats to contain you in fast-taken corners. Deepset wheel is smaller (by one inch) than on Lincoln to give more thigh room; it sits in your lap. Shrouding at top

of instruments prevents light shining onto windshield. Main instruments are legible; heat and vent controls are hard to read, too easy to reach. No "hot spots" from dash because of standard padding. Glove compartment on far right requires stretch, but ashtrays are close by in each door. Large throttle is close to thickly carpeted transmission hump, located so you can rest the side of your foot on long drives. Wide brake pedal can be used for right- or left-foot braking. Lots of foot-resting space to left of brake pedal.

Q. Is vision good?

A. Despite long hood (when all other hoods are shortening), you can see the ground a few short feet in front of the bumper. Comes from sitting closer to windshield and proper seat-to-hood relationship. No distortion in mildly wrapped windshield. Vision forward and to sides extremely good, with no blind spots (posts are only 1½ inches thick). Rear-view mirror encompasses rear window. There is a large blind spot to the right rear because of blanked-in quarter panel. Driver can

easily spot rear fenders without a stretch.

Q. Is it easy to drive?

A. Everything works amazingly smoothly, and what is needed to make driving easier is standard: automatic transmission, power steering, brakes, windows, and seats. Same wheelbase and shorter length (by 5 inches) than Lincoln make it more maneuverable than a highly maneuverable car. Quiet running also has psychological effect of keeping outside distractions out.

Q. Does it handle well on the road?

A. As good as the Lincoln would be good enough, but the Continental even tops this. It's nimble, takes to the road as if born there, glues itself to corners (drifting before breaking loose at the rear), leans in corners but not noticeably to the driver.

Touching the brake gives instant stops.

Q. Does it have a good ride?

A. Ride is soft but not billowy, firm enough to prevent uncomfortable body roll in turns. With front seat back all way, legroom is cut down to that of a coupe; compensation is toeroom under the front seat. Drive-train housing leaves no legroom for middle passenger. Has quietest ride of any American car.

Q. Does it have good performance?

A. An engine at least as powerful as Lincoln's, with somewhat less total weight, would seem to indicate that performance will be quite ample. Getting to 60 mph from a standstill would take about 11 seconds; to go from 50 to 80 mph (an indication of highway passability) would con-

sume less than 10 seconds; top speed would be in neighborhood of 105-110 mph. Lincoln Turbo-Drive provides smooth upshifts and downshifts.

Q. Is it economical?

A. We'll have to assume that this question refers to operation and not to initial price; the answer is then "yes." Fuel economy should be in neighborhood of '56 Lincoln with 20 mpg at a steady, level-road speed of 30 mph, 18 at 45, 15 at 60, and 13 at 75. Around-town driving will take about a gallon every 13 miles.

—Wall Worn

See Nov. MT for styling and model information.

PRICE: (Including suggested retail price at main factory, federal tax, and delivery and handling charges, but not freight.) 2-door hardtop \$9517. Turbo-Drive and power steering standard.

DE SOTO?

Q. Is the driving position comfortable?

A. DeSoto follows company planning with its high seating position, good feel to wheel, plenty of room around pedals, and good seat adjustment (aided even further by optional electric seat control). Seat and seatback form provides good support.

Q. Is vision good?

A. Car's "Flight Sweep" styling allows good forward vision because front end slopes downward from cowl; and by same token, uplifted rear fenders are fully visible. (Depending on your height and where you position the seat, you may or may not find the right-front fender easy to see.) Windshield's curvature has some distortion near top, but it's not normally noticeable unless you look thru glass at opposite edge of wraparound. Wiper sweep falls quite short of cornerpost, leaves blind spot between you and outside mirror if latter is out on fender or cowl where most dealers install it. Rear-quarter panels aren't thinnest in industry, but rear window wraps around far enough to alleviate blindspot problem.

Q. Is it easy to drive?

A. Without driving-ease accessories, DeSotos are surprisingly nimble. Altho they weigh just a little less than the larger Chryslers and have nearly the same percentage of weight on the front end, steering is noticeably easier. (Smaller tires help here.) With power steering, driving is as easy as it can get in a car of this size. Standard-shift DeSotos have easy, long-

throw shift mechanism; PowerFlite has those ultra-easy buttons at your fingertips. Power brakes use a higher pedal than found in some competitive products, but leverage is better; suspended pedal is as wide as you'd want it for left-foot braking, and the pivot from gas to brake for right-footers calls for little movement.

Q. Does it handle well on the road?

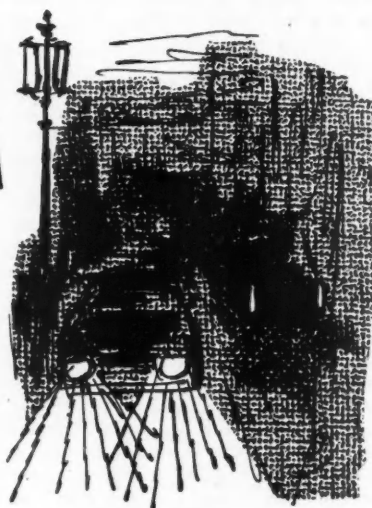
A. Generally steady on its feet in most instances; body lean on curves can join with lack of road sense (in power steering models) to make front end feel over-heavy. But in normal driving conditions, car has good road sense, can be moved quickly with its 3½ wheel turns lock to lock. Non-power steering demands 5½ turns from full left to full right.

Q. Does it have a good ride?

A. DeSoto's wide seats, roomy interior dimensions, and ride control characteristics of chassis add up to a smooth, restful ride. Long considered one of most stable of Chrysler Corp. products by MT's test staff, DeSoto is the kind of a car you can ride in for 300-mile stretches without feeling fatigued or cramped. Both DeSotos have similar front and rear suspension setups, with Firelite model differing in having an extra leaf in its rear springs.

Q. Does it have good performance?

A. Firelite has 4-barrel carburetor, Fire-dome has 2-barrel; this is basic difference between engines and their output. Performance difference should show up mostly



at middle speed ranges (40-60 mph) and above. In-town performance won't be much different from '55s, but 50-80 times in both cars should be cut by 2 or 3 seconds (taking Firelite down to 11-12 seconds). Firedome's lower gearing will keep it right up with Firelite until latter's better engine breathing gives it the edge.

Q. Is it economical?

A. Firelite DeSoto will give you 12 to 13 mpg mileage driving back and forth to work during week. Last year's car got 19.7 mpg at steady 30 mph, 18.2 at 45, 15.7 at 60, and 11.9 at 75; this year's car should be close to that. Firedome won't stray far from this pattern if it's equipped with PowerFlite transmission; but with over-drive (not available on Firelite), it can parallel many lesser cars.

—Jim Lodge

See Nov. MT for styling and model information. Road test ('55 Firelite) April '55 MT.

PRICES: (Including suggested retail price at main factory, federal tax, and delivery and handling charges, but not freight.) FIREHOME 4-door sedan \$2632, 2-door hardtops \$2688 and \$2809, 4-door hardtops \$2787 and \$2908, convertible \$3034, 4-door station wagon \$3325. FIREFLITE 4-door sedan \$3074, 2-door hardtop \$3301, 4-door hardtop \$3386, convertible \$3499. PowerFlite standard on Firelite.

YOUR 1956 BUYER'S GUIDE

DODGE?

Q. Is the driving position comfortable?

A. It's very comfortable, unless you object to sitting up a little straighter in the seat than you would in many '56s. Some of MT's drivers liked it, others found it a little tiring, but none really objected to the vertical, higher-than-most seat. (An automatic seat adjuster can put you just where you want to be for top comfort, altho it's not the type that lets the seatback tilt to the rear.) Steering wheel sits about right for most drivers, pedals are well placed, with pedal on power brake models stretching well across floorboard.

Q. Is vision good?

A. A wide windshield, downward sloping hood and high seat combine for excellent forward vision. Tall drivers may find top of windshield a little too low. But all drivers (including the one in the car to right-rear) benefit from the wide rear-view mirror and wide wraparound rear window. Front fenders remain below hoodline, and you may have to sit up a little to spot right-front appendage; rear fender fins really give you that in-a-jet feeling.

Q. Is it easy to drive?

A. Very much so, and particularly when equipped with Chrysler Corp.'s full-time power steering—a coaxial type integrated into the steering column. With this easy-turning steering system, a flip of the wrist whisks you into a parking space; the slightest nudge of the wheel moves you thru traffic or around another car on the highway (and wheel return to straight-ahead position is immediate). Manual steering isn't hard, but it takes many turns of the wheel to maneuver the car, quite a

bit of pull to turn wheels with car standing still. PowerFlite, equipped with push-button controls, takes no mechanical know-how, no effort to operate. Braking a Dodge with conventional brakes is easy; with power brakes it's completely effortless. Nothing is hard to operate, accessories are convenient, car itself isn't bulky.

Q. Does it handle well on the road?

A. Compared to larger Chrysler cars, Dodge is relatively light—and it feels that way, particularly at higher speeds. Being light and easy to steer, you're inclined to cut into turns a little too fast until you're used to the car. Result is nosing thru turns, then correction. There's body lean, and it can be severe at times, but there's also stickability, until the road surface gets choppy and car is prone to lose traction. For normal, everyday driving conditions, Dodge can meet any requirement. It's quick to recover from dips and bumps, and even in power steering cars, where good road feel is lacking at highway speeds, directional stability is good.

Q. Does it have a good ride?

A. For same reason that car is prone to lose traction on rough spots in road, it settles into cracks or potholes with a solid bump audible at rear wheels. Most recent Dodge we've driven, a 2-door Custom Royal Lancer hardtop, had a good ride; not as quiet or shock-free as larger Chrysler cars, but commendably restful. Like larger cars, it floated over most road surfaces with little pitching. Bumps you feel you should have steered around, because normal irregularities may be heard, but they aren't transmitted into road shock.

Q. Does it have good performance?

A. Performance is improved in all ranges over MT's '55 Dodge test car. One of best-

feeling cars for low-speed snap, Dodge has acceleration times to back this up. Last year's car was lively; this year's packs more punch into its passing-speed power, some 3 seconds being lopped off '55's time of 7.9 for 30 to 50 mph (where Dodge's torque does its best), and about 1½ seconds off last year's time of 15.3 to go from 50 to 80. Low-speed torque makes this a good trailer puller. Tiny by comparison to V8 engines, L-head 6 can't offer much performance. "Little" 6 will find it hard to cope with today's engine-room gadgetry, but it's known to give good service.

Q. Is it economical?

A. Engineered to run more efficiently despite power increases, Dodge V8s can be relatively economical if you don't utilize their power every time you start off from a light. Low and mid-range economy of the Super Red Ram engine (on Custom Royals) is slightly better this year (steady speed consumption at 30 and 45 mph was 21.5 and 20.1); high-speed fuel consumption is higher ('55 gave 16.8 and 13.9 at 60 and 75); traffic fuel consumption about the same as '55 (14.3 mpg). All-around economy is directly related to your engine choice and your choice of 3 transmissions available. Overdrive-equipped V8s will be not only economical in operating costs, but good performers too.

—Jim Lodge

See Nov. MT for styling and model information. Road test ('55 V8 Custom Royal) March '55 MT.

PRICES: (Including suggested retail price at main factory, federal tax, and delivery and handling charges, but not freight.) CORONET 6 2-door sedan \$2145, 4-door sedan \$2219. CORONET V8 2-door sedan \$2253, 4-door sedan \$2326, 2-door hardtop \$2389, 4-door hardtop \$2503, convertible \$2629. ROYAL 4-door sedan \$2464, 2-door hardtop \$2534, 4-door hardtop \$2648. CUSTOM ROYAL 4-door sedan \$2574, 2-door hardtop \$2644, 4-door hardtop \$2758, convertible \$2863. STATION WAGONS: 2-door 6 \$2442, 2-door, 2-seat V8 \$2550, 2-door 3-seat V8 \$2679, 4-door 2-seat 6 \$2667, 4-door 2-seat V8 \$2819, 4-door 3-seat 6 \$2773, 4-door 3-seat V8 \$2925.

FORD?

see page 50 for road test

YOUR 1956 BUYER'S GUIDE

HUDSON?

THE '56 HUDSON, available in 6-cylinder Wasp and Hornet versions (and also as a Hornet with an optional 220-horsepower V8, up 12 from last year), has been subjected to a fairly extensive facelift billed as "V-line" styling. It involves a massive die-cast grille, new side trim including a gold panel on custom models, reshaped tail lights and an interior that is new from instrument panel to package shelf.

V8 Hornets benefit from both the more powerful, Packard-supplied engine and the aluminum-cased (95 pounds lighter) "twin" Ultramatic transmission, the only one available with the V8. Packard is apparently not releasing its pushbutton control to competition. Six-cylinder models, which include 120- and 130-horsepower Wasps, 165- and 175-horsepower Hornets, still offer a choice of 3-speed, overdrive, or Dual-Range (not the latest version) Hydra-Matic transmissions. Body models are the same except that the Wasp line has dropped its hardtop. Twelve-volt

electrical systems thruout aid greatly in carrying accessory loads, especially with air conditioning, where the new power boosts cool-down time and circulation.

Q. Is it easy to get in and out?

A. Since all dimensions, interior and exterior, are the same as last year and since Hornet and Wasp share a common body shell on different wheelbases, driver and passenger compartments rate high in accessibility. Those who trade in a '54 or earlier "step-down" Hudson will find a 100 per cent increase in ease of entry and exit. Vertical windshield pillar is no problem to circumnavigate. Last year's pushbutton door handles (which were excessively stiff on our test car) have been replaced by Nash squeeze type.

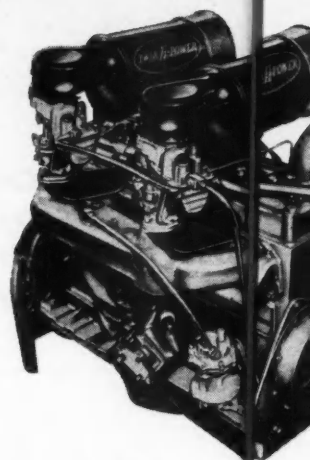
Q. Is the driving position comfortable?

A. Hudson 4-door sedans equipped with optional reclining front seat are tops in comfort for passenger, altho driver, of course, should not have his seatback in any

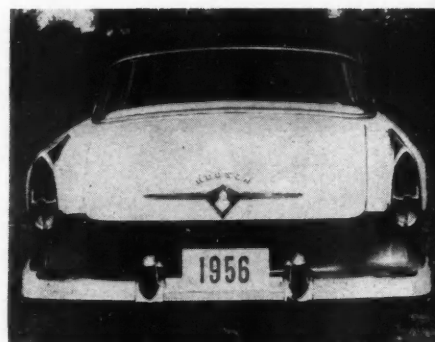
position other than upright while car is in motion. Last year's complaint that the steering wheel was excessively high, particularly for a short driver, has been taken care of. Instrument panel features a thermometer-type speedometer, similar to the one used on current Buicks. Much thought has been given to glare reduction; all models are equipped with a vinyl-covered pad over top of panel. Last year's inaccessible and stiff-working parking brake has been given a new T-handle and moved over to driver's left. Heater controls, even when optional air conditioning is integrated, are just about the simplest in the industry. Unchanged brake pedal in automatic transmission models could well be enlarged and moved out from under steering column; it is difficult to reach with left foot. Interiors, sparked up by liberal use of metallic-threaded upholstery, are of exceptionally generous dimensions. Hudson (like Nash) is one of the few true 6-passenger cars in production; most others are good for 5 and maybe a child.

Q. Is vision good?

A. The view ahead thru 1100 square



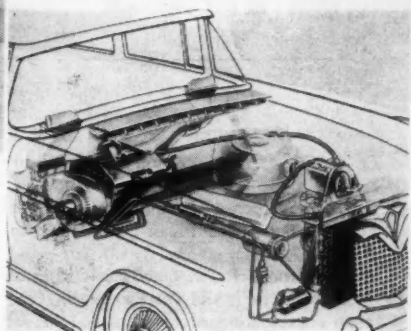
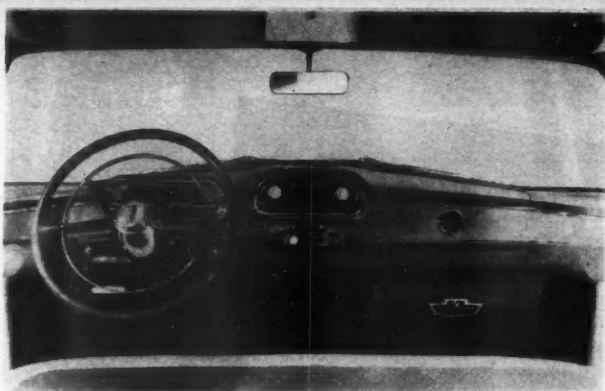
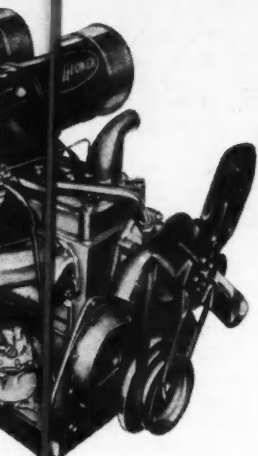
Hornet 6 Engine with Twin H-Power



Rear of Hudson Wasp Super 4-Door Sedan



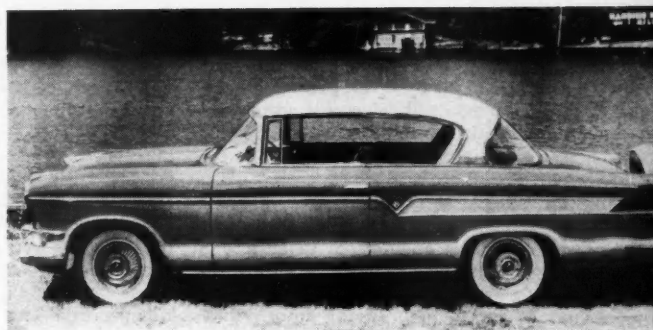
Hudson Custom Hornet 4-Door Sedan



Air-conditioning system performs even better than last year's eminently satisfactory unit because of new 12-volt electrical system on all Hudson models. Designed for complete front-of-the-car installation, it has but one serious disadvantage: it limits legroom for right-front passenger. Underhood compartment is of course well stuffed when air conditioning is ordered, but roomy trunk remains uncluttered. Other advantages of American Motors' system are very low cost (when compared with other units) and extra-simple temperature control requiring only one knob



Hudson Wasp Super 4-Door Sedan



Hudson Custom Hornet Hardtop

inches of wraparound glass is hampered somewhat by the high, wide hood. Little gimmicks tacked over each headlight are excellent to sight on while you're parking. Rear fenders can more readily be seen from driver's seat due to newly raised trim of their own. Windshield wipers have a cam action that pretty thoroughly clears the wide glass area. All models have a standard vacuum booster, furnishing enough power to force blades across semi-dry glass or sweep aside snow and ice.

Q. Is it easy to drive?

A. The answer to this question is "yes," providing your Hornet V8 comes equipped with optional power steering. Fifty-eight per cent of car's weight rests on front wheels when unloaded, making boosted steering mandatory if you want to avoid parking lot lumbago. Hornet and Wasp 6s, with lighter engines, steer pleasantly and well, with or without power.

Q. Does it handle well on the road?

A. In our road test of the '55 model (June MT) we said: "Old Hornet's reputation for 'stickability' is carried on by

new model to surprising degree." Since no piece of the running gear has been changed, this statement still applies—to all models. Excellent brakes feature a mechanical override (when not equipped with power boost) for safety in the unlikely event that the hydraulic system should fail. Panic stopping averages for Hornet were topped by only one car (much lighter) last year, and that by an inconsequential one foot. Both Hornets rate tops for fast cross-country driving pleasure; Wasp is better for city use.

Q. Does it have a good ride?

A. Ride in all models is on the firm side, despite use of coils on all 4 wheels. Coils, being essentially torsion bars, have a constant spring rate (no inter-leaf friction to affect it), leaving control entirely up to shock absorbers. Calibration compromise decided on by Hudson engineers favors high-speed comfort; consequently you'll feel city cobblestones.

Q. Does it have good performance?

A. Hornet V8 performance is more than adequate. Higher compression ratio (9.55 to 1) and a hotter cam should give a

consistent 0 to 60 mph in 12 seconds, and about the same for 50 to 80. It could be even hotter if you sneak down to your Packard dealer for a 4-barrel carburetor and manifold, go home and bolt it on. Hornet 6 (unchanged from last year except for hydraulic valve lifters) can't do quite as well and is noisier about it. Wasp is definitely an economy package, should make a hit with the many who lament the demise of the small, economical 6.

Q. Is it economical?

A. The answer in the case of an overdrive-equipped Wasp is definitely "yes." Other models get thirstier as you go up the scale in engine and transmission combinations. Our tank average (only roughly calculated) for a 6000-mile trip in a '55 V8 was about 14 miles per gallon. At moderate and steady speeds, it did much better: 18 at 30 mph, 17.2 at 45, 15.3 at 60, and 12.1 at 75. This year's car should show a noticeable improvement due to the higher compression ratio.

—Don MacDonald

Road test ('55 V8 Hornet) June '55 MT.

PRICES: Not available as we went to press.

IMPERIAL?

YOUR 1956 BUYER'S GUIDE

Q. Is the driving position comfortable?

A. As in the New Yorker, you sit high, with same expanse of room around pedals (extra-wide power brake pedal isn't in the way), same elbow-, head-, hip- and shoulder room. An automatic seat adjuster is included in initial cost, so finding the right combination of legroom and height to suit you is a matter of touching a pair of switches.

Q. Is vision good?

A. Imperial offers same view of road you'll get in New Yorker. Rearward, however, you peer at fenders that are a little farther back. But those stand-up tail lights are like airport beacons at night.

Q. Is it easy to drive?

A. Overall size is only thing that might be considered a hindrance to all-around driving ease, yet physical ease of maneuvering an Imperial supersedes its inability to fit into a tight parking space. Power steering, standard equipment, doesn't let

you stop to think that you're scrubbing big 8.20 by 15 tires against that concrete. Wheel turns easier than it does in many cars wearing 7.60s. Power brakes, also standard, bring car to slow-and-easy stops or wheels-locked stops with a light touch of the toe on the pedal.

Q. Does it handle well on the road?

A. At average highway speeds, where a heavy car would be prone to pitfalls should it move off onto a bad shoulder, Imperial would hardly be fazed by any such indignity. There's no fight in the wheel, no vibration from irregular road surfaces. Only at very high speeds, where smoothness and silence serve to disguise velocity, are you apt to run into trouble. Under these conditions, you'd find that lack of true road sense thru power steering could get you crossed-up in a sharp turn taken too fast. New chassis alterations (notably a pair of control struts running from axle to frame) make Imperial more stable going thru winding roads (struts are used primarily to absorb new engine power without stiffening rear suspension); rear-wheel hop on rough turns is rarely noticeable.

Q. Does it have a good ride?

A. One of nicest riding cars on the road. Features as its specialties quietness, smoothness, an abundance of rear-seat legroom and kneeroom. Rear-seat passengers sit farther to rear of door opening than

in New Yorker. (Because of 7-inch longer wheelbase, passengers are less susceptible to road shock and body movement, are better cradled within front and rear suspension assemblies.)

Q. Does it have good performance?

A. Imperial's lower axle gearing isn't utilized to make its performance better than New Yorker's (as has been suggested), but rather to counteract extra weight (over 450 pounds) it must carry. On a proving grounds demonstrator we came up with a 0-60 mph time of 12.8 seconds, not counting speedometer error. Its top speed is lower than the New Yorker's, and its 50 to 80 mph time is less, but still big league.

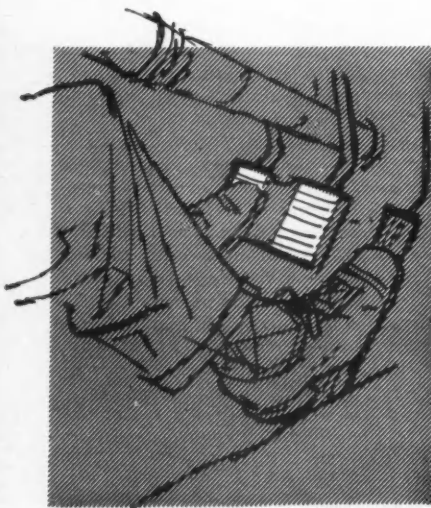
Q. Is it economical?

A. MOTOR TREND has never road-tested an Imperial and can't state fuel consumption figures. But on paper, the Imperial figures to be somewhat less economical than the '56 New Yorker. Its mid-speed economy wouldn't lag too far behind but high-speed mileage would show a decided difference in the New Yorker's favor.

—Jim Lodge

See Nov. MT for styling and model information. Road test of '55 Chrysler New Yorker Deluxe, May '55 MT.

PRICES: (Including suggested retail price at main factory, federal tax, and delivery and handling charges, but not freight.) 4-door sedan \$4780, 2-door hardtop \$5042, 4-door hardtop \$5174. Power-Flite and power steering standard.



LINCOLN?

Q. Is the driving position comfortable?

A. Seat is low, seatback is firm, but slants back just a trifle too much for some. Four-way power seat can just about take care of any body configuration. Handgrips on deep-dish safety wheel are comfortable on long trips. Wide brake pedal is supported by 2 arms and suitable for left- or right-foot braking. Accelerator pedal is close to

transmission housing and allows you to rest your foot against it. As easy to reach power window control on flange of wrap-around panel as it is to work heat and vent controls. You'll have to stretch to reach glove compartment and ashtray. Instruments are legible and throw no distracting reflections on windshield at night. Most of the glare is cut down by the vinyl cov-

ering the panel, but there is some from the wheel spokes. Lots of room in all directions—top, sides, out front—to keep you from feeling cramped.

Q. Is vision good?

A. Over-the-hood visibility is quite good because the hood slopes downward and you can sit high. Some distortion in wrap-

around corners of windshield. Rear-view mirror adjustable to move out of line of sight, but could be wider to take advantage of wide rear glass expanse. No blind spot to right rear, where fenders are visible.

Q. Is it easy to drive?

A. Not many easier than the Lincoln, despite its increased length; you will note added (7.2) inches, tho, in parking. Standard power steering retains road feel yet takes effort out of driving around town. Also aids in eliminating fight normally associated with streetcar tracks, crowned roads, and shoulders.

Q. Does it handle well on the road?

A. The '56 handles unlike the '55 in that it breaks loose quicker at the rear, keeping you on your toes (of course, this applies only to fast driving). Feels stable and sure-footed driven fast. Not disturbed by wrongly banked curves or when driven

onto shoulder. Still one of the top stock cars. Brakes stop you quickly, surely, with no swerve, no fade.

Q. Does it have a good ride?

A. Suspension has been softened up, resulting in a more of a boulevard ride. Dips, bumps, bad ruts are taken in stride with little embarrassment. Slightly more body lean with no discomfort to driver or passengers. Lots of space to put your feet and legs. Much quieter due to isolation of body from frame.

Q. Does it have good performance?

A. This is easy to answer since we've already road-tested it (Dec. '55 MT). More horsepower results in better acceleration, up just a bit over last year's model. Now gets to 60 mph in 11.7 seconds, to one-quarter-mile in 18.2 seconds, from 30 to 50 in 4.8 seconds, 50 to 80 in 10.3 seconds (3.4 seconds faster than '55), and

has a top speed of 105.5 mph. High cruising ability makes it a natural for cross-country drives. Upshifts and downshifts under almost all conditions are apparent, but smooth. Use of LOW range of Turbo-Drive does not give more acceleration, is good for downshifting and biding your time to pass a truck on an upgrade.

Q. Is it economical?

A. This is also easy to answer. Lincoln engineers have accomplished quite a feat in getting more performance, and still not sacrificing good fuel economy. Mpg figures at steady speeds of 30, 45, 60, and 75 mph are 20.2, 18.1, 15.5, and 13.0, up 0.8 to 1.7 mpg over '55.

—Walt Woron

See Oct. MT for styling and model information. Road test ('56 Capri) Dec. '55 MT.

PRICES: (Including suggested retail price at main factory, federal tax, and delivery and handling charges, but not freight.) CAPRI 2-door hardtop \$4065, 4-door sedan \$4157. PREMIERE 4-door sedan \$4546, 2-door hardtop \$4546, convertible \$4691. Turbo-Drive and power steering standard.

MERCURY?

Q. Is the driving position comfortable?

A. Here is an unexpected corollary of Ford Motor Co.'s new emphasis on safety: the bowl-like wheel, wide-spread and superbly visible instruments, and glareless panel top all contribute a big share to an at-ease feeling that strikes you as soon as you get in. Much room all around. Low but firm seat. Usual low power brake pedal (or even suspended pedal without booster) lets you brake with the foot of your choice. White background makes practical a very low setting of instrument panel rheostat; continuance of 4 conventional gauges in addition to speedometer (for how long?) gets our applause. Heat and vent controls among the best for easy reading, simple operation. Entirely different temperatures possible on 2 sides of front compartment.

Q. Is vision good?

A. Yes. As in other cars, Mercury's optional 4-way power seat has come to mean more to the MT test drivers than just an amusing gadget; it is an important part of the new philosophy of having your car adapt itself to your needs instead of vice versa. Here it tailors vision to your height and posture requirements, turning Mercury's stylized fenders into guide posts for tight spots. Windshield curves still distort side view. Good rear vision. Top feature: Lincoln-originated, ball-joint rear-view mirror that swings to suit you exactly.

Q. Is it easy to drive?

A. Certainly, tho it's of a different school from the newly hushed Lincoln. Here you know you're handling competent machinery, and you hear it in operation. Those who prefer to get the feel of a car thru fingers, toes and ears will go for Mercury's fast and docile response in nearly every phase of driving.

Q. Does it handle well on the road?

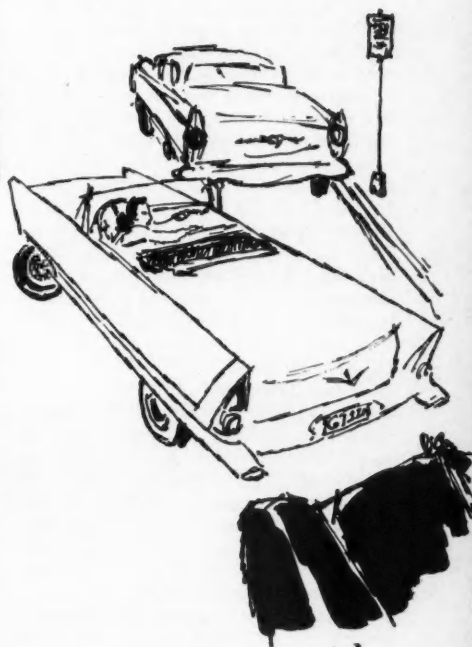
A. Few can beat this one (whose '55 version tied for top spot as best-handling and most roadable of MT's '55 test cars). Extra weight over Ford makes more difference than seems possible, and that over a car which is no slouch itself in this category. Feels attached to road. Fine, big brakes.

Q. Does it have a good ride?

A. It's firm and flat rather than billowy, so instead of insulating you from all road shock it tends to hold you in your seat on curving roads or at high speeds. More an engineered ride than a luxurious one.

Q. Does it have good performance?

A. Mercomatic's comparatively leisurely takeoff seems to keep the engine's best effort from the rear wheels. Our '55 test Custom with dual exhausts hit 60 in 11.4 seconds after starting and crossed the quarter-mile mark in 18 seconds flat. It took 5.3 seconds to get from 30 to 50 and another 13.8 to make 80.



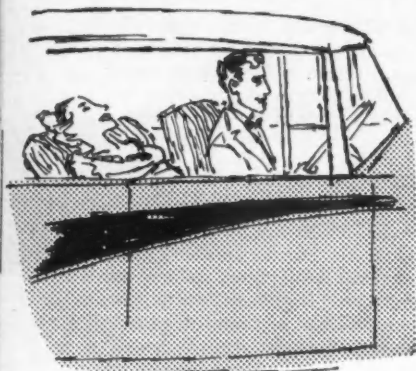
Q. Is it economical?

A. Like most '56 cars, Mercury will save you what you don't demand from it. Overdrive, naturally top choice for economy, will be sold on so few Mercurys that resale value will be open to question. The '55 test car's record at steady speeds: 20.6, 19.9, 16.2, and 13.4 mpg at 30, 45, 60, and 75 mph respectively; around town, 12.7 to 16.6.

—Pete Molson

See Nov. MT for styling and model information. Road test ('55 Custom) April '55 MT. Road test of '56 model in next month's MT.

PRICES: (Including suggested retail price at main factory, federal tax, and delivery and handling charges, but not freight.) CUSTOM 2-door sedans \$2214 and \$2311, 4-door sedan \$2370, 2-door hardtop \$2445, 4-door station wagon \$2682. MONTEREY 4-door sedans \$2515 and \$2612, 2-door hardtop \$2590, 4-door 3-seat station wagon \$2937. MONTCLAIR 2-door hardtop \$2590, 4-door hardtop \$2746, convertible \$2860.



YOUR 1956

Q. Is the driving position comfortable?

A. Altho large part of Nash comfort is reserved for passengers, driver isn't forgotten; moving-around space is outstanding. Seat travel permits plenty of adjustment, and even with seat full forward, legroom is hardly reduced. Steering wheel is fairly thick rimmed, low to seat. If you like to rest your arm on the windowsill, you'll find the position a little higher than in many cars. All controls (including those for heating and air conditioning) are within reach of driver, all are easy to use. Ash-tray is handier to passenger than driver.

Q. Is vision good?

A. Adapted to Nash body just before production last year, wraparound windshield contains no abnormal distortion or blind-spots. Windshield posts are fairly thick, but shouldn't bother driver who gets used to car. Forward-slanting rear-quarter panels let rear window wrap around quite far. Altho hood lies in a valley between the sloping front fenders, Nash cowl is high, amplifying width of car as you look across hood and fender expanse. New rear-end styling brings fenders into view from driver's seat.

Q. Is it easy to drive?

A. Physically, there's no trick to it; but as you head for a tight space car's obvious interior width makes you hesitate and wonder if exterior extends much farther. Power steering is recommended accessory in Ambassador V8s; 6-cylinder Ambassador also benefits from a steering boost, but Statesman gets along nicely without it. Well-defined finger grips along underside of Nash steering wheel are comfortable and useful. Pedal positioning is sensible, altho steering column width limits feasibility of using left foot for braking.

Q. Does it handle well on the road?

A. Nash's torque-tube drive, with coil springing at each wheel, moves car effortlessly thru normal driving conditions with little or no steering correction needed. Inherent softness of suspension means noticeable body heel-over in turns, and in hard cornering big Nash can become heavy on outside wheel. Lighter Statesman leans too, but, unlike Ambassador, it's more prone to break traction at rear wheels than to hang on tenaciously. Ambassador's slightly wider rear tread should aid its stability, but car weight and size are differences between 2 cars that are most noticeable. Ambassador has edge if you rate throttle response very high among your handling desires.

Q. Does it have a good ride?

A. Foominess, of course, contributes greatly to passenger comfort, but other aids are optional reclining seats, excellent shock-and-sound-absorbing qualities of Nash suspension, and quietness of unit body-frame construction. (This is especially appreciated over a period of long ownership.) Ride is smooth with some lean.

NASH?

Q. Does it have good performance?

A. Statesman isn't blessed with sparkling performance; for its engine size and weight, overdrive is a good choice for keeping quarter-mile times closer to 20 seconds than 25; Hydra-Matic's higher axle gearing generally gives less pickup except possibly in its lowest range. In Ambassador series, respected 6 is still enjoyed by many owners. Performance-wise, it's not hot, even with optional dual carburetion (which helps out at higher speeds), but you'll never be lagging behind the big Vs unless everybody's foot is on the firewall. Overdrive is a fine unit in Ambassador 6. Hydra-Matic is an equally good performer, but usually a little noisier. Nash V8, available only with Ultramatic transmission, performs with all but the hottest; '55 got to 60 mph in 13.7 seconds, flashed by quarter-mile mark in 19.3 seconds, went from 30 to 50 in 6.7 seconds and on up to 80 in another 15 seconds. Its pulling potential is high, and it operates smoothly.

Q. Is it economical?

A. American Motors serves its buyers well in this department. It can key a car almost exactly to your needs and wishes. Axles range from the overdrive Statesman's 4.9 to 1 up to the V8's 3.15 to 1. Standouts in the yearly Mobilgas Economy Runs, Nashes can give economy ranging from near-30 mpg to about average of cars in their price range; you'll rarely find them near bottom of class. Tank average for '55 was 12.2; steady speeds of 30, 45, 60 and 75, respectively, gave 19.5, 17.2, 14.3 and 11.1 mpg.

—Jim Lodge

See Dec. MT for styling and model information. Road test ('55 Ambassador V8) July '55 MT.

PRICES: Not available as we went to press.

OLDSMOBILE?

BUYER'S GUIDE

Q. Is the driving position comfortable?

A. Large steering wheel with good hand

grips is a top feature; it is set high enough to allow easy leg movement. Large acceler-

ator pedal positioned near tunnel allows you to rest your foot during long trips.

Brake pedal is set very low, makes for quick right-foot braking; good position, too, for left-foot operation. Fairly low seat is still soft enough for better-than-average comfort, is firm enough to give good support for prolonged driving. Seat-back angle will suit most drivers. Instruments are well grouped in an oval panel in front of driver, but an excess of chrome around them can easily cause distracting highlights and reflections. No glare from optional leather-covered dash. Plenty of headroom, shoulder and elbow room—legroom is improved by a repositioned front seat.

Q. Is vision good?

A. Wraparound windshield has some distortion but provides good secability ahead

of you. Fairly low seating position plus very high hood makes for only average view of road immediately ahead. Wrap-around rear window is fully utilized with large rear-view mirror for good vision to rear. Rear fenders just visible from driver's seat; no blind spots at rear quarters.

Q. Is it easy to drive?

A. Driving ease belies size of car, is partly due to new power steering unit which requires less pull, still leaves you with comfortable amount of road feel. No trouble with the Olds on rough surfaces or ruts. New flexible steering coupling eliminates steering wheel vibration even when you feel body shock.

Q. Does the car handle well on the road?

A. Above average in '55, new front and rear stabilizer bars make Olds even more at home on the road this year. Car sticks well in average cornering, will break loose at high speeds, but you'll know when; then plenty of power plus good steering wheel road feel will be on your side. Car is still outstanding in its generally firm and stable feel on the road, regardless of speed.

Q. Does it have a good ride?

A. Minor chassis changes will definitely make ride softer than in '55—not the softest on the market but compromised carefully for good ride-roadability combination. Road vibration for passengers is at a minimum—moderate lean in fast cornering does not reach uncomfortable stage. Biggest boon to passengers is extremely

quiet, smooth and lurch-free new Hydra-Matic (standard on 98s only) along with general quietness within car.

Q. Does it have good performance?

A. Almost a superfluous question—it's an Olds, and the already-hot Rocket engine has been boosted in horsepower. A real delight for the would-be dragster, new Olds should have no trouble in making it to 60 mph from a standstill in less than 10.5 seconds, and it's sure to clip some time off last year's fast 17.6-second quarter-mile. Flexible new Hydra-Matic makes Olds especially safe in passing—30-50 will be right around the 4-second mark and 50-80 should take less than 11 seconds. Don't expect too much more than '55's entirely adequate 110 top speed.

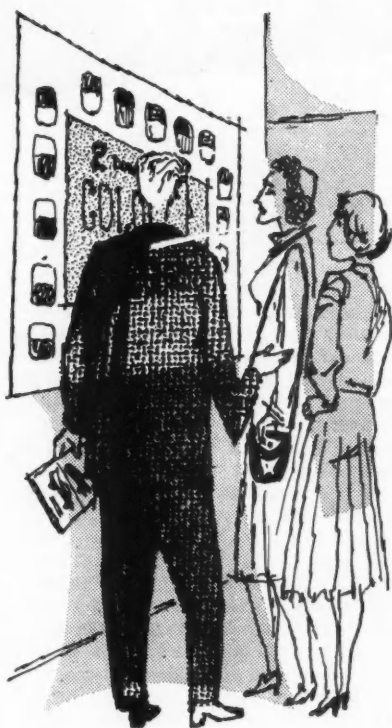
Q. Is it economical?

A. Again the new Hydra-Matic is a factor—economy, despite increased horsepower, promises to be equal to the good showing made by our '55 test car. Figure on 24 mpg at 30 mph, 20 at 45, 16 at 60 and about 14 at 75. Around town driving will net about 11.5 mpg.

—Al Kidd

See Dec. MT for styling and model information. Road test ('55 Super 88) May '55 MT.

PRICES: (Including suggested retail price at main factory, federal tax, and delivery and handling charges, but not freight.) SERIES 88 2-door sedan \$2378, 4-door sedan \$2443, 2-door hardtop \$2542, 4-door hardtop \$2627. SUPER 88 2-door sedan \$2529, 4-door sedan \$2595, 2-door hardtop \$2763, 4-door hardtop \$2836, convertible \$2986. SERIES 98 4-door sedan \$3253, 2-door hardtop \$3506, 4-door hardtop \$3506, convertible \$3695. Hydra-Matic and power steering standard on 98.



PACKARD?

Q. Is the driving position comfortable?

A. Very pleasant to drive car for long hours. Four-way power seat solves positioning problem of any-sized driver. Instrument panel very rich looking with legibility only middling in daytime but good at night. Its unusual depth, however, brings one's knees uncomfortably close when the seat is well forward.

Q. Is vision good?

A. Windshield is one of industry's best in freedom from distortion. Reasonably low hood lets you see the road close to car. All fenders are readily visible from driver's seat, a necessity for maneuvering such a big car in today's traffic.

Q. Is it easy to drive?

A. With all optional power boosts and

assists that are available, answer is a mandatory "yes." Packard power steering is of linkage type, and is much faster this year. Nicest contribution to relaxation is the pushbutton control for Ultramatic, easier to work than Chrysler's version but not as well located. Automatic transmission is standard on all Packards, but except for Caribbean, buttons are an extra-cost item.

Q. Does it handle well on the road?

A. Despite non-conventional torsion-bar suspension, Packard handles much like any other car in its size and price class. Understeer characteristics are built in, and the speeds at which you can safely drift thru corners are surprising. Power brakes resist any tendency to lock, even with vacuum boost installed.

Q. Does it have a good ride?

A. Ride is like no other except cousin Clipper. Amazing levelizer incorporated with torsion bars gives rear-seat passengers in particular the sensation of floating over worst dips and humps. Front end can be bottomed but we have yet to succeed in making the rear do so.

Q. Does it have good performance?

A. Packard is industry's horsepower and torque leader, both with and without Caribbean powerpack when matched with equivalent fielded by competition. Big sedan should shave 11 seconds from 0 to 60 mph with Caribbean about a car length or so ahead. Detailed cam and head changes have helped passing-range torque. Two "high gear" shift positions, labelled H and D, are interchangeable above 40

mph. D should be used for fast starts and H for smooth starts. For performance in mud, ice or snow, we recommend the optional power-dividing differential.

Q. Is it economical?

A. Judicious engine modifications (particularly in combustion chambers) have

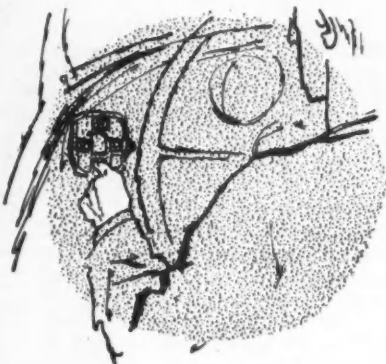
helped economy, even tho engine is bigger and standard 3.54 axle ratio remains the same. This year's car should do about 2 mpg better at a steady 60 mph than the '55 test car's respectable average of 14.6, slightly better than averages of 18.4, 16.3, and 12.5 at steady speeds of, respectively, 30, 45, and 75. Last year, tank mileage

for all sorts of driving was a low 10.5 mpg.

—Don MacDonald

See Dec. MT for styling and model information. Road test ('55 Packard 400) Sept. '55 MT.

PRICES: (Including suggested retail price at main factory, federal tax, and delivery and handling charges, but not freight.) 4-door sedan \$4160, 2-door hardtop \$4190. CARIBBEAN 2-door hardtop \$5495, convertible \$5995. Ultramatic standard. Power steering standard on Caribbean.



YOUR 1956 BUYER'S GUIDE

Q. Is the driving position comfortable?

A. You sit high (but have headroom), with wheel far enough away and high enough to clear your thighs, yet not so far away that you have to reach straight out to steer car. Pedal positioning is good in standard-shift or automatic transmission models. In latter, wide brake pedal is carried down from the other Chrysler lines. Instrumentation is excellent; positioning is good, speedometer and gauges are easy to read.

Q. Is vision good?

A. If you can't see what's going on around your Plymouth, check an eye chart, because glass area and body structure allow a good outlook on conditions to front, rear and sides. Minor disturbances may not be suitable to some drivers—slight distortion at upper corner of windshield, perhaps a too-low windshield header molding (depends on body style in some cases), wide rear view mirror at center of windshield; but there are no serious blind spots once you get used to Chrysler-styled slanting cornerposts at front. Windshield wiper sweep could be better, but like all Chrysler Corp. cars, Plymouth has positive-action electric windshield wipers that can

clear heavy snow from glass (even when you're accelerating) without a slowdown. Altho front-right fender isn't readily visible, all fenders are easy to locate; rear fender's build-up is an aid in parking.

Q. Is it easy to drive?

A. Little has to be said on this score: It was voted easiest car to drive among MT's '55 road test cars. Plymouth's underpinnings are unchanged for '56, so same should apply until something easier comes along. What helped win the vote, of course, was power steering; finger-tip turning setup on Plymouth takes all the work out of steering, but don't let this fool you into thinking a standard-steering Plymouth is like a truck; it's easy, but you simply can't compare it to power assist. Plymouth clutches are often pretty stiff, and shift patterns are sometimes awkward. PowerFlite, of course, gives you pushbutton shifting, with an uncomplicated, easy-to-handle panel of 4 buttons.

Q. Does it handle well on the road?

A. Last year saw a marked improvement in on-the-road behavior. New cars have lost old habit of pitching and rolling; road wander and unnecessary steering correction are greatly lessened. Stability is vastly improved, altho car is still a little prone to wind wander and body roll on uneven road surfaces. There are plenty of new things for owners of pre-'55 Plymouths—more accurate steering, resistance to bounding out of dips, good road-holding, and top-notch maneuverability; these factors all combine with punchy new V8, which can also be a valuable "power assist" on the road.

Q. Does it have a good ride?

A. Smoothness and quietness of Plymouth—regardless of body style, engine or trans-

mission choice—makes passengers feel they are in a larger car. Over almost any road, riding is relaxing. When you hit rough spots, washboard concrete or tar strips, you can hear the disturbance, but vibration remains at a low level. There's enough heel-over in tight turns or on flat curves to be noticeable to passengers. Like Dodge (which has similar suspension, but one more leaf in its rear springs than Plymouth), this car—6 or V8, sedan or coupe—doesn't soak up roughest chuckholes (detour type), but it will get you across bad roads easier than many cars that don't ride as quietly on the highway.

Q. Does it have good performance?

A. With a considerable displacement boost, Plymouth should keep up with competition even tho PowerFlite doesn't use engine potential to full advantage. Even overlooking rated horsepower, you can't sidestep torque ratings without getting blown off by a fast-moving Plymouth. With full engine equipment (powerpack, boosting horsepower to 200), Plymouth's 0-60 times will be down by a full second or more (to around 12 seconds); its quarter-mile ought to be shaved by 2 seconds (to 18 seconds). High-speed passing ability should be cut to the 15-second range, with top speed boosted to well over the century mark.

Q. Is it economical?

A. New Plymouths, depending on transmissions, will hold their own among similarly equipped cars in their class. Compression ratios are higher than in past, but still low enough to permit use of regular-grade gas if you're not too concerned with the utmost in performance. Last year's V8 got 15 mpg tank average, 18.7 at 30 mph, 17.1 at 45, 15.2 at 60, and 13 at 75. Wide range of engine choices (including the

125-horsepower 6) and transmissions gives the buyer unlimited possibilities for economy. The 6 with overdrive, of course, is rated best buy for low-cost ownership.

—Jim Lodge



Q. Is the driving position comfortable?

A. To a great extent what makes it so is the seat that is adjustable 4 ways (extra for power operation), which gives you good headroom, legroom, and shoulder room, despite your body configuration. Seat is fairly firm and gives good support. Wheel seems big and sturdy, giving you feeling of definite control of car. Brake pedal is low to floor, making it simple for right foot pivotal motion from throttle, or for left-foot operation. Deepset instruments are easy to read, but take a couple of glances in slightly different directions. Since they are shrouded, they throw no dancing lights on windshield at night. Heat and vent controls are simple to operate, simple to read. "Hot spots" of glare come from the highly polished dash (crash padding is optional) and steering wheel crossbars. Center glove compartment is easily reached by driver, who has to reach for ashtray.

Q. Is vision good?

A. Over-the-hood visibility is good even tho the hood doesn't slope, for the seat-raising ability compensates for the short

See Nov. MT for styling and model information. Road test ('55 VB Belvedere) Feb. '55 MT.

PRICES: (Including suggested retail price at main factory, federal tax, and delivery and handling charges, but not freight. These prices are for 6-cylinder models: VBs are \$103 more.) PLAZA business sedan \$1751, 2-door sedan \$1850, 4-door

sedan \$1893. SAVOY 2-door sedan \$1949, 4-door sedan \$1992, 2-door hardtop \$2096. BELVEDERE 2-door sedan \$2033, 4-door sedan \$2076, 2-door hardtop \$2180, 4-door hardtop \$2248, convertible (available in VB only) \$2444. STATION WAGONS: 2-doors \$2163 and \$2233, 4-door 2-seat \$2280, 4-door 3-seat \$2450.

PONTIAC?

driver. Fenders are raised to guide you thru narrow spots. Distortion at corners of the wraparound windshield is minor (you have to consciously look for it). Vision to the rear is good for there are no blind spots and the raised rear fenders help guide you into a parking spot. Rear-view mirror is wide and covers almost entire rear window area, but still sometimes blocks out a car from the right front.

Q. Is it easy to drive?

A. Despite long overhang, it's easy to back into parking spot. Standard-steering car is easy to drive, while optional power steering makes it even simpler. Some wheel tugging required on streetcar tracks and when going onto shoulder.

Q. Does it handle well on the road?

A. Among best in its class in roadability, Pontiac sticks in corners up to fairly high speeds without breaking loose. Feels solid and gives you air of confidence when driving it fast. Requires correction to keep in straight line. Doesn't easily lose traction on wet or choppy surfaces. Brakes stop you quickly, with no swerve, no fade.

Q. Does it have a good ride?

A. It is dip- and bump-flattening, firm instead of billowy. Road ripples make you think it is riding rough, but you hear it, not feel it. Body lean is apparent to passengers, but not uncomfortable.

Q. Does it have good performance?

A. Acceleration of the 860, 870 and Safari series should be about the same as the '55 Pontiac Star Chief with powerpack (which had 4-barrel carburetor, but no

dual exhausts); performance of the higher-horsepowered Star Chief (with 227 instead of 205 with powerpack) should be notably better. The '55 with powerpack went from 0 to 60 mph in 12.7 seconds, got to a quarter-mile in 19 seconds, from 30 to 50 in 5.8 seconds, and from 50 to 80 in 15.3 seconds. A considerable shaving of these figures should make Pontiac more competitive in its price class. New Hydramatic (on Star Chief only) shifts smoother and more like a torque converter. Normal upshifts from 2nd to 3rd are barely felt; from 3rd to 4th there's no feel. In normal stops, downshifts are not noticed. Full-throttle upshifts and downshifts are noticeable, but have no mechanical "clunk."

Q. Is it economical?

A. It's always possible that additional power will be used, thereby cutting down on fuel economy potential. If Pontiac's increased power is *not* used at every traffic light, around-town mileage should be between 14½ to 16½ mpg. Steady-speed, level-road economy should be equal to last year: 22 at 30 mph, 20 at 45, 17½ at 60 and 13½ at 75. These mileage figures last year made Pontiac the best in low-medium price class by a good margin.

—Wall Woron

See Dec. MT for styling and model information. Road test ('55 VB Star Chief) March '55 MT.

PRICES: (Including suggested retail price at main factory, federal tax, and delivery and handling charges, but not freight.) CHIEFTAIN 860 2-door sedan \$2201, 4-door sedan \$2259, 2-door hardtop \$2331, 4-door hardtop \$2404, 2-door station wagon \$2529, 4-door station wagon \$2612. CHIEFTAIN 870 4-door sedan \$2374, 2-door hardtop \$2441, 4-door hardtop \$2491, 4-door 3-seat station wagon \$2709. STAR CHIEF 4-door sedan \$2488, 2-door hardtop \$2626, 4-door hardtop \$2696, convertible \$2818, 2-door Safari station wagon \$3089.

RAMBLER?

see page 36 for road test

YOUR
1956

STUDEBAKER?

THE BIGGEST FACELIFT appeal in the auto industry this year may well have blossomed from South Bend, Ind. Using a shell that has been basically the same since '53, Studebaker has come up with what looks like an all-new car. Primary features are a raised (Fiberglas) rear deck and hood, an outstanding Italian-looking grille, tasteful new side trim and fender cutouts.

You'll need all your fingers and toes to count the body models and engine options to go along with them. President, Commander and Champion offer 2- and 4-door sedans along with 3 different station wagons. Biggest news of all is an entire line of sports coupes called the Hawk series, headed by the 275-horsepowered

Golden Hawk (other Hawks sport 210, 170, and 101 as standard horsepower). The new President Classic has a 289-cubic-inch, 210-hp engine; other Presidents have 195. Commanders are rated at 170 (185 with optional power equipment). Champion series remains at 101.

Other features include a new Flightomatic transmission. This new torque converter unit will be available on all models (except the Golden Hawk which uses Ultramatic) and promises more snap and added kickdown surge. Electrical systems will be newly standard 12 volt thruout the line. Studebaker will offer a full line of power accessories. Safety belts will be optional—Studebaker uses the type which fasten to the door (a handy clip

BUYER'S GUIDE

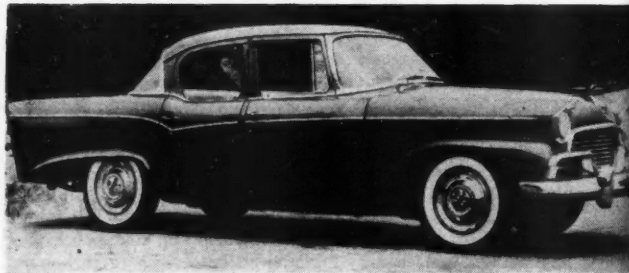
holds the loose end to the door when the belt is **not in use**).

Q. Is it easy to get in and out?

A. No trouble with sedans—posts of moderately wrapped windshield don't get in the way. Steering wheel is set high enough to allow legroom. You'll have a little more difficulty with Hawk series—lower roof, cowl and steering wheel make things considerably more cramped; still no great chore. As in past, sedan doors



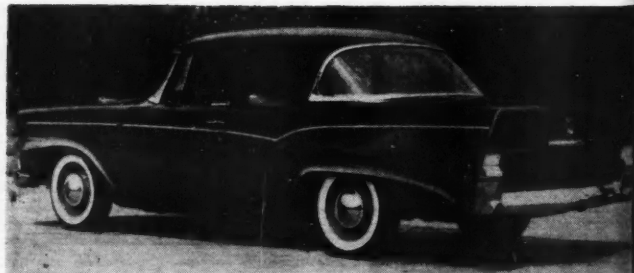
Studebaker President Pinehurst



Studebaker Commander V8 4-Door Sedan



Studebaker President Classic 4-Door Sedan



Studebaker Champion 2-Door Sedan



Studebaker Golden Hawk

slant to somewhat of a point at upper rear edge, could nick unsuspecting in chin or chest when entering.

Q. Is the driving position comfortable?

A. Fine in both sedan and Hawk series, but somewhat different from one another as well as from '55 models. In President we drove, seating position seemed higher—maybe it was due to raised hoodline. Steering wheel (which has small, groove-type grips around upper half) is set high, but not enough to restrict vision. Roughly same setup in Hawks, but steering column is much lower—right in your lap. In fact it might be too low for some; it's easy to hit your hand on your thigh when whipping wheel around rapidly, and it's still easier to hit your thigh on wheel when going from accelerator to brake or when clutching. High-set brake pedal is larger this year and suitable for right or left foot braking—clutch pedal is still rather small. Accelerator is positioned too far from tunnel to use it as a foot rest. You sit on a firm seat with back slanted at what seems to be the right angle. Controls are handy and you wouldn't be likely to catch your sleeves on the window or door controls. Ashtray and clock are on right side—there's hardly enough clearance for small but deep glove box door when ashtray is pulled out. New "Cyclops" speedometer (consisting of a small drum which rotates to show only the speed at which you're traveling) is reminiscent of the Model A but is located on top of dash directly in front of driver—you can easily glance at it without taking your eyes from the road. Other instruments, in keeping with novel speedometer, have moving bands which show green for safe ranges, red for danger. Instruments on Hawk series are aircraft-type (like '55 Speedster), include tachometer and vacuum gauge, will be an easy-to-read source of joy to sports-car fanciers.

Q. Is vision good?

A. Generally very good—large curved (but not fully wrapped) windshield with

slim, non-distracting posts gives fine view ahead (altho rear-view mirror might create a blind spot for tall drivers). Higher hood may bother those used to sharply sloping version of the past. Large wraparound rear window with no quarter panel blind spots allows excellent rear vision. No distortion noted in any Studebaker glass.

Q. Is it easy to drive?

A. Not loafingly easiest—Studebaker power unit takes *most* work out of steering, but concentrates more on positive road feel than many others. Altho there is some restriction in steering Hawks, they have a responsively light action that makes you enjoy driving; you feel secure, too.

Q. Does it handle well on the road?

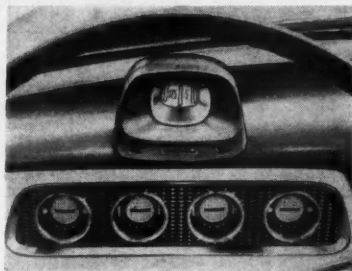
A. Sedans are still fine road cars. In very hard cornering cars drift easily and will break loose, but excellent steering and general stability thruout lets you know exactly where you stand, makes you master of most any situation. The Golden Hawk with big Clipper engine is definitely front-end heavy, will call for added care in cornering. Other Hawks with lighter engines may come closer to an ideal weight proportion for handling. New fitted brake drums on Presidents and Golden Hawks give fade-free braking.

Q. Is the ride good?

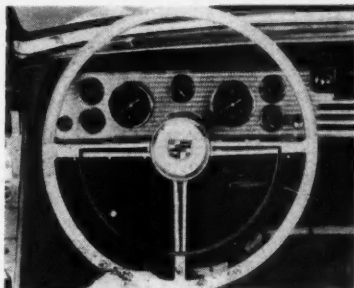
A. Ride would be classed good for lower-priced models, just average for the more expensive. In no case is it bumpy or annoying, and minimum lean in cornering makes for passenger comfort, but you do feel moderate rough spots, tar strips and the like. There is some, but not an excessive amount of noise within the car.

Q. Does it have good performance?

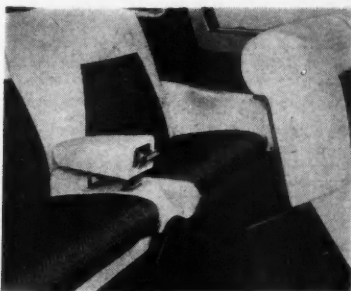
A. Studebaker says flatly that the Golden Hawk will be the hottest thing on the road. It quotes figures of 6 seconds flat from 30-60 (and 6.5 for the 210-horsepower Sky Hawk). Golden Hawk goes from 0-60 in 9.5 seconds. Good indication



Instrument Panel on Other Series



Golden Hawk Instrument Panel



Sky Hawk Interior

of top speed is Bill Holland's 120-mph lap on Packard Proving Ground. Going to other end of the line, the 110-horsepower Champion does 0-60 in about 20 seconds, 30-50 in just under 9, clocks a top speed of 85 mph. For other models just set up your own scale between these and judge the weight of your foot.

Q. Is it economical?

A. Fuel economy rates from superlative (Champion) to just average (Golden Hawk) but Studebaker engineers don't intend to give up their Mobilgas Economy Run fame. The top economy Champion will get well over 20 mpg in the cruising range, over 30 mpg at a steady 30 mph, nearly 20 in traffic. Our '55 President test car (with 175-hp V8) would be a good Studebaker average for '56. It turned over 22 mpg at 30 and 45 mph, 18.5 at 60, 14 at 75 and almost 16 in traffic.

—Al Kidd

Road test ('55 Champion with overdrive) Sept. '55 MT. Road test of all '56 models in next month's MT.

PRICES: Not available as we went to press.

SPECIFICATIONS

MAKE AND MODEL

Engine													Rear Axle Ratios			Dimensions					Steering Wheel Turns—Lock-to-Lock		Turning Circle—feet	Tire Size
Cylinder & Valve Arrangement	Maximum Bhp @ rpm in hundreds	Maximum Torque—lb.-ft. @ rpm in hundreds	Bore & Stroke—in.	Piston Displacement—cu. in.	Compression Ratio	Bhp/cu. in. Displacement	Carburetor—1, 2, or 4-barrel	Dual Exhausts	Transmission Available	Conventional	Overdrive	Automatic	Shipping Weight 4-door Sedan	Wheelbase	Widest Tread	Overall Length	Overall Width	Overall Height, Sedan	Mechanical	Power				
V80	220 @ 4400	319 @ 2400	4.00x3.20	322	8.9	.68	2	No, X	C, A	3.9	NA	3.2	NA	122	59	207	NA	NA	5.00	4.00	41.60	7.10x150		
V80	255 @ 4400	341 @ 3200	4.00x3.20	322	9.5	.79	4	No, X	A	NA	NA	3.36	NA	122	59	207	NA	NA	5.00	4.00	41.60	7.60x15		
V80	255 @ 4400	341 @ 3200	4.00x3.20	322	9.5	.79	4	No, X	A	NA	NA	3.36	NA	127	62	216	NA	NA	4.00	4.00	43.00	7.60x15		
V80	255 @ 4400	341 @ 3200	4.00x3.20	322	9.5	.79	4	Yes	A	NA	NA	3.36	NA	127	62	216	NA	NA	4.00	4.00	43.00	8.00x15		
V80	285 @ 4600	400 @ 2800	4.00x3.62	365	9.75	.78	4	Yes	A	NA	NA	3.36	NA	129	NA	226	80	62	NA	NA	45.00	8.00x15		
V80	285 @ 4600	400 @ 2800	4.00x3.62	365	9.75	.78	4	Yes	A	NA	NA	3.36	NA	133	NA	215	80	62	NA	NA	43.40	8.00x15		
V80	285 @ 4600	400 @ 2800	4.00x3.62	365	9.75	.78	4	Yes	A	NA	NA	3.07	NA	190	NA	236	80	64	NA	NA	51.70	8.20x15		
V80	305 @ 4700	400 @ 3200	4.00x3.62	365	9.75	.84	4N	Yes	A	NA	NA	3.36	NA	190	NA	232	80	60	NA	NA	51.70	8.20x15		
V80	162 @ 4400	257 @ 2200	3.25x3.00	265	8.0	.61	2	No, X	C, A	OD 3.7	4.11	3.35	NA	115	59	179	74	62	5.34	5.34	41.50	6.70x15		
V80	170 @ 4400	257 @ 2400	3.25x3.00	265	8.0	.64	2	No, X	C, A	OD 3.7	4.11	3.35	NA	115	59	179	74	62	5.34	5.34	41.50	6.70x15		
V80	285 @ 4600	268 @ 3000	3.25x3.00	265	9.25	.77	4	No, X	C, A	OD 3.7	4.11	3.55	NA	115	59	179	74	62	5.34	5.34	41.50	6.70x15		
60	140 @ 4200	210 @ 2400	3.50x3.94	235	8.0	.54	2	No	C, A	OD 3.7	4.11	3.55	NA	115	59	179	74	62	5.34	5.34	41.50	6.70x15		
V80	225 @ 4400	NA	3.81x3.63	331	8.5	.68	2B	No, X	C, A	3.73	NA	3.54	3900	126	60	220	79	61	5.50	3.50	44.00	7.60x15		
V80	200 @ 4600	NA	3.94x3.63	354	9.0	.79	4	Yes	A	NA	NA	3.36	4110	126	60	221	81	61	5.50	3.50	44.00	8.00x15		
V80	240 @ 4600	350 @ 2800	4.00x3.50	352	9.5	.78	2	Yes	C, A	OD 3.07	3.54	3.54	3700	122	60	215	78	62	5.00	3.50	43.00	7.60x15		
V80	275 @ 4600	380 @ 2800	4.00x3.50	352	9.5	.68	4	Yes	C, A	OD 3.07	3.54	3.54	3915	122	60	215	78	62	5.00	3.50	43.00	7.60x15		
V80	NA	NA	4.00x3.66	368	9.0	NA	4	Yes	A	NA	NA	3.07	4025	126	60	219	78	56	NA	3.92	45.30	8.00x15V		
V80	230 @ 4400	305 @ 2800	3.72x3.00	338	8.5	.69	2	No, X	C, A	OD 3.9	4.3	3.73	3855	126	60	217	78	61	5.50	3.50	NA	7.00x15		
V80	255 @ 4400	350 @ 3200	3.72x3.00	338	8.5	.77	4	No, X	C, A	OD 3.9	4.3	3.54	4005	126	60	217	78	61	5.50	3.50	NA	7.60x15		
V80	189 @ 4400	266 @ 2400	3.62x3.25	270	8.0	.67	2	No	C, A	OD 3.73	4.1	3.54	3435	120	59	212	75	61	5.00	3.50	42.30	7.10x15		
V80	210 @ 4400	309 @ 2600	3.62x3.00	315	8.0	.69	2	No	C, A	OD 3.73	4.1	3.54	NA	120	59	212	75	61	5.00	3.50	42.30	7.60x15		
V80	230 @ 4400	316 @ 2400	3.62x3.00	315	NA	.73	4	Yes	C, A	OD 3.73	4.1	3.54	NA	120	59	212	75	61	5.00	3.50	42.30	7.60x15		
6L	131 @ 3600	203 @ 2000	3.25x3.63	230	7.6	.52	1K	No	C, A	OD 3.9	4.3	3.73	3295	120	59	212	75	60	4.00	3.50	42.10	6.70x15		
V80	173 @ 4400	280 @ NA	3.62x3.30	272	8.0	.64	2	No, X	C, OD	3.78	3.89	NA	NA	115	58	198	76	60	4.75	4.75	41.18	6.70x15		
V80	176 @ 4400	264 @ NA	3.62x3.00	272	8.4	.65	2	No, X	A	NA	NA	3.22	NA	115	58	198	76	60	4.75	4.75	41.18	6.70x15		
V80	200 @ 4600	285 @ NA	3.75x3.30	292	8.0	.69	4	Yes	C, OD	3.78L	3.89L	NA	NA	115	58	198	76	60	4.75	4.75	41.18	6.70x15		
V80	202 @ 4600	289 @ NA	3.75x3.30	292	8.4	.69	4	Yes	A	NA	NA	3.22L	NA	115	58	198	76	60	4.75	4.75	41.18	6.70x15		
60	137 @ 4000	202 @ NA	3.62x3.60	223	8.0	.61	1	No	C, A	OD 3.89L	4.11L	3.22L	NA	115	58	198	76	60	4.75	4.75	41.18	6.70x15		
6L	165 @ 3800	264 @ 1800	3.82x4.50	308	7.5	.53	1,2X	NA	C, A	OD 4.1	4.4	3.15	3530	114	60	209	78	62	NA	NA	42.67	7.10x15		
V80	228 @ 4600	320 @ 2200	4.00x3.50	352	9.55	.62	2	NA	A	NA	NA	3.15	3600	114	60	209	78	62	NA	NA	42.67	7.60x15		
6L	128 @ 4000	158 @ 1400	3.00x4.75	202	7.5	.54	1,2X	No	C, A	OD 4.1	4.4	3.58	3295	114	60	202	78	62	NA	NA	39.33	6.70x15		
V80	200 @ 4600	NA	3.94x3.63	354	9.0	.79	4	Yes	A	NA	NA	3.54	4565	133	NA	230	79	61	5.50	3.50	NA	8.20x15		
V80	285 @ 4600	402 @ 3000	4.00x3.66	368	9.0	.77	4	Yes	A	NA	NA	3.07	W	126	60	223	80	60	NA	3.30	45.50	8.00x15V		
V80	210 @ 4600	312 @ 2600	3.80x3.44	312	8.1T	.67	4	No, X	C, OD	3.73	4.09	NA	NA	119	59	206	76	61	NA	NA	43.19	7.10x15S		
V80	215 @ 4600	317 @ 2600	3.80x3.44	312	8.4	.69	4	Yes	A	NA	NA	3.15	NA	119	59	206	76	59	NA	NA	43.19	7.10x15S		
V80	225 @ 4600	324 @ 2600	3.80x3.44	312	9.1	.72	4	Yes	A	NA	NA	3.15	NA	119	59	206	76	59	NA	NA	43.19	7.10x15S		
V80	220 @ 4600	320 @ 2200	4.00x3.50	352	9.5	.62	2	No	A	NA	NA	3.15	3630	121	60	209	78	62	NA	NA	44.30	7.60x15		
60	135 @ 3700A	220 @ 1800P	3.50x4.37	253	7.6	.53	1P	No	C, A	OD 4.1	4.4	3.15	3570	121	60	209	78	62	NA	NA	44.30	7.10x15		
60	130 @ 4500	175 @ 1800	3.12x4.25	196	7.4	.66	2	No	C, A	OD 4.4	4.9	3.8	3170	114	60	202	78	62	NA	NA	42.75	6.70x15		
V80	230 @ 4400	340 @ 2400	3.87x3.44	324	9.2	.71	2B	No, X	C, A	3.84	NA	3.84	3761	122	59	203	79	60	NA	4.75	42.00	7.10x15		
V80	240 @ 4600	350 @ 2600	3.87x3.44	324	9.2	.74	4	No, X	C, A	3.84	NA	3.23	3879	122	59	203	79	60	NA	4.75	42.00	7.60x15		
V80	240 @ 4600	350 @ 2600	3.87x3.44	324	9.2	.74	4	No, X	A	NA	NA	3.84	4047	126	59	212	79	60	NA	4.75	43.00	7.60x15		
V80	310 @ 4600	405 @ 2800	4.50x3.50	374	10.0	.83	4	Yes	A	NA	NA	3.54	4275	127	61	218	78	62	5.00	3.50	45.00	8.00x15		
V80	290 @ 4600	405 @ 2800	4.12x3.50	374	10.0	.77	4N	Yes	A	NA	NA	3.54	4275	127	61	218	78	62	5.00	3.50	45.00	8.00x15		
V80	187 @ 4400J	265 @ 2400J	3.75x3.13J	277J	8.0	.67	2B	No, X	C, A	OD 3.73	4.1	3.54	3275	115	NA	205	75	60	NA	NA	NA	7.00x15		
6L	125 @ 3600M	200 @ 1600M	3.25x4.63	230	7.6	.54	1L	No	C, A	OD 3.73	4.1	3.73	3145	115	NA	205	74	60	NA	NA	NA	6.70x15		
V80	205 @ 4600	294 @ 2600	3.94x3.25	317	8.9	.63	2B	No, X	C, A	3.84	NA	3.00	NA	122	59	206	75	60	5.06	4.25	42.50	7.10x15		
V80	227 @ 4600	312 @ 3000	3.94x3.25	317	8.9	.72	4	No, X	C, A	3.84	NA	3.23	NA	124	59	213	75	60	5.06	4.25	42.50	7.10x15		
60	120 @ NA	170 @ 1600	3.13x4.25	196	7.44	.61	1,2X	No	C, A	OD 3.77	4.44	3.31	2830	106	60	191	71	58	4.67	NA	NA	6.40x15		
V80	275 @ NA	380 @ 2000	4.00x3.50	352	9.5	.78	4	Yes	A, OD	NA	3.92	3.87	NA	121	NA	204	79	56	NA	NA	NA	7.10x15		
V80	195 @ NAF	280 @ 2000F	3.50x3.62	280	7.8E	.67	2B	NA	C, A	OD 3.54	4.09	3.31	NA	117R	NA	201	71	60	NA	NA	NA	6.70x150		
V80	170 @ NAM	260 @ 2000	3.50x3.25	250	7.6E	.65	2B	NA	C, A	OD 3.54	3.92	3.31	NA	117R	NA	201	71	60	NA	NA	NA	6.70x15		
6L	101 @ NA	152 @ 1600	3.00x4.50	195	7.9	.53	1	No	C, A	OD 4.1	4.56	3.54	NA	117R	NA	201	71	60	NA	NA	NA	6.40x15		

A—Automatic
B—4-barrel optional
C—Conventional 3-speed
D—7.00 tubeless optional
E—Optional: 0.3 comp. ratio
F—Optional: hp 210,
torque 292 @ 2600
G—7.10x15 on Pres. Classic
H—Optional: 105 hp
I—V8 w/Powerpack: hp 260 @ 4400, torque 372 @ 2400; Hydra

V8: hp 180 @ 4400, torque 260 @ 2400, bore & stroke 3.62x2.36
K—121 hp w/2-barrel carb.
L—Converts. or sta. wag.

ons: conv. 4.00, OD 4.27, A 3.34
M—6 w/Powerpack: hp 131 @ 3600, torque 203 @ 2600
N—Dual 4-barrel carburetors
NA—Not Available

OD—Overhead valves
OD—Overdrive
P—Optional: hp 145 @ 4000, torque 230 @ 2900; 2 1-barrel side-draft carburetors
R—Cooper 121

S—7.00x15 convert., sta. wagons & on air-cond. cars
T—0.1 to 1 optional in all series
U—0.20x15 on air-cond. cars
W—Capri 4200 lbs., Premiere 4200
X—Optional
Y—3.31 on air-cond. cars

The Changing Scene

Front-wheel-drive DKW Three-Six for '56 (left) features more horsepower (now 38) from its 3-cylinder, 2-stroke engine, along with more interior room. New 4-door sedan (not illustrated) has 4-inch-longer wheelbase



Deluxe "Grand Pavois" Renault Fregate models feature larger and stronger bumpers, more elaborate grille, and new hood emblem. Two-liter engine develops 77 brake horsepower

Greater flexibility and higher top speed are offered by Porsche in new Carrera coupe with Spyder engine, enlarged windshield, instrument panel padded with foam. Price is cool \$6000

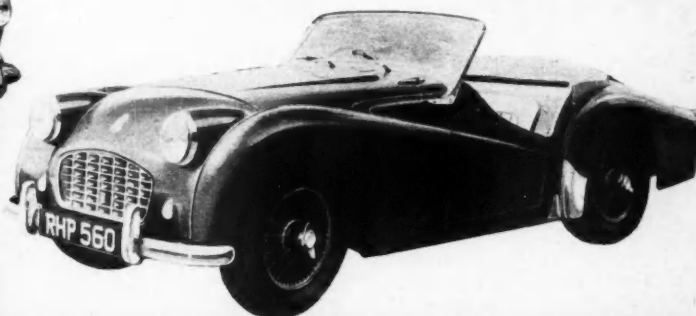


NEWEST MODELS FROM OVERSEAS



Unit body construction with longer wheelbase (now 102 inches) and new front suspension (coils) gives Standard Vanguard III improved passenger comfort. It's lighter, has more performance, U.S. features

More room for luggage or space for 2 small seats has been provided in the rear compartment of the new Triumph TR-3. Four-cylinder engine's output is up to 95 horsepower. Car now has a grille



Want a compact station wagon? New Simca has all important features of larger ones, plus new, livelier, 4-cylinder overhead-valve engine whose torque is highest at useful 2700-rpm point. Almost exactly "square," little mill should last

PHOTOS: GORDON WILKINS, C. P. WINTER, GUNTHER MOLTEN

'56 RAMBLER

ROAD TEST

*Long-awaited, planned with care--
here's the 1st all-new Rambler since
the name was resurrected*

PHOTOS: AMERICAN MOTORS, JIM LODGE, AL KIDD, RACER BROWN

BEHIND THE RAMBLER STORY
for '56 lies a lot of planning, die changeover, cost, and some words by American Motors President George Romney. These words are as important as any production schedule, for they can be called a glance into the future. Whose future? American Motors', naturally, but more basically the Rambler's.

"American Motors," says Romney, "is developing the Rambler as a 'basic volume' car. . . . The greatest successes in the automobile business have depended on securing basic volume for one line, the success of additional lines being dependent on the volume line."

That's the clue to what's in store for the Rambler, for A-M's engineers and production planners are transforming those words into increased production for the well-received Rambler. What is it about the Rambler that warrants this advanced planning and higher output? The way the pre-'56s sold, of course, plus the hopes based on the new model's features (which differ from any other car's).

To bring you a comprehensive evaluation of this new Rambler, we've coupled our early issue Description with a full-scale road test in a movie designed to give prospective buyers a look at this all-new car that they'd never get from a showroom talk or demonstration ride.

Test car: Super 4-door hardtop with overdrive (4.44 to 1 axle) and almost no extras. Altho MT's test car has more features, A-M can suit any buyer with a wide range of trim, interiors, and body styles. Chrome sets off interesting 2-tones in the Custom series, while the wagon uses simulated wood grain panels, chrome across the tailgate, last year's luggage rack; an additional wagon will be a production "1st" for the industry, a 4-door hardtop design station wagon.

Wagon lovers should go for the Rambler tailgate setup; it has no upper transom—just the lower tailgate (see photo). On the outside a lockable handle cranks down the rear window; then you can release the inside latches to lower the

tailgate. Of further interest is the optional Western motif wagon interior; it's plastic, but you have to sniff it to tell it from genuine hand-tooled leather.

A slight "lid" over the rear window of all sedans comes startlingly close to futuristic designs seen from time to time, for this window-molding overhang, when heightened by a contrasting color roof band, gives the effect of a true undercut rear window (see photo).

Rambler 4-doors displace 100-inch-wheelbase 2-door models; there's no 2-door sedan, wagon or hardtop. Altho 4-door cars' wheelbase remains at 108 inches, bodies have expanded; new cars *without* outside tire measure less than '55s with the external tire; bodies are narrower, but with increased interior space. Trunk space is larger by 25 per cent.



AN MT RESEARCH REPORT



Left to right: Width of everything is tremendous compared to earlier cars. Torque tube, rear coils are new, as is safer wind-down rear window on wagons. Engine compartment shows bolt-on manifold, built-in air conditioner

Engine: As all-new as the '56 styling features, the overhead-valve 6-cylinder engine looks out of place in an expansive compartment wide enough to take a good-sized V8, but it is entirely adequate for the job required. Based on the 195.6-cubic-inch block of '55, the new 6 is 30 horsepower huskier, has a torque increase of 20 pounds-feet over the '55, and does this with a minimal decrease in compression ratio (7.44 to 1 as opposed to '55's 7.45 ratio).

Rambler's engine, like its big brothers in Statesmen and Ambassadors, has a 12-volt electrical system. But unlike the 130-bhp Statesman, which has the same displacement and compression ratio, the Rambler 6 breathes thru a single-throat carburetor rather than a 2-barrel model.

Other options: A brand-new one on the list (and purely a concession to those who like their steering *real* easy) is power steering. Power brakes have been found on some Ramblers in the past, but just this year have they come to the fore; they'll be available on all models.

In designing the new body shell, A-M engineers became 1st in the industry to integrate an air-conditioning unit (or the space for it) into the basic design of the body. The Nash-sired, Kelvinator-engineered unit is again offered in that attractive low-cost package including heater.

WHAT THE CAR IS LIKE TO DRIVE

Exit and entry: The result of expanding the Rambler on last year's wheelbase is more legroom, headroom, and shoulder room, giving it a generous "big car" feel once you're inside. You still have to duck, tho, getting in or out of both front and rear seats to avoid bumping your head on the roof panel. The posts of the new wraparound windshield don't form any obstruction. The low-set steering wheel may bother the long-legged driver in sliding in and out of the car.

Driving position: Improved head and shoulder room is the feature that 1st becomes comfortably apparent. Seats are comfortable, moderately soft, make for good driving position. The small-diameter

steering wheel is set out farther from the dash than in previous models and those who like a long-armed grip on the wheel will find it awkward, even with the seat all the way back. There's more arm room and freedom around the wheel.

Vision: One of the newest things about the '56 is its wraparound windshield. Surprisingly enough it goes almost unnoticed, partly because the Rambler wears it well, partly because wraparounds are common equipment this year in every car and new to only 2 old-line cars introduced this year. But the new wraparound, coupled with a sharply sloping hood, makes for an unsurpassed view of the road ahead. The curving windshield is free of

distortion and bubbles, is trimmed off nicely at its interior extremities. Overall glass area is 30 per cent greater than in '55.

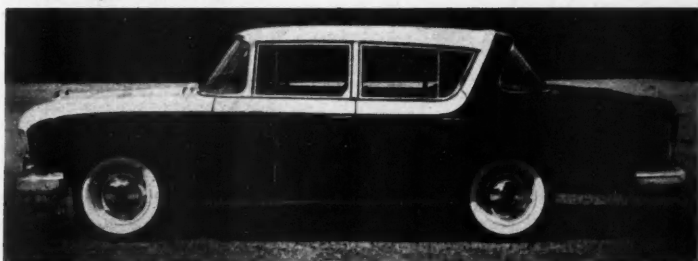
Rear window is now large, 1-piece (was 3-piece) wraparound, and rear fenders are easily visible, adding to compact Rambler's parking ease. Relatively large (for a hardtop) rear quarter panels could create blind spots with smallish Rambler rear-view mirror.

Instrument panel: Instruments are well grouped in front of the driver in a small panel, shrouded to prevent light reflecting onto the windshield. Good readability with contrasting needles, numbers (increment markings are 10 mph apart, not best for exacting readings) and back-

Rambler Custom 4-Door Hardtop

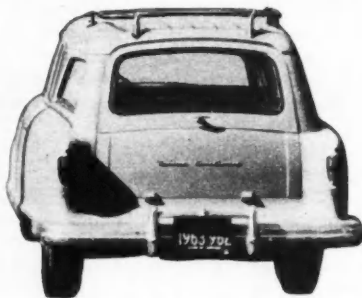
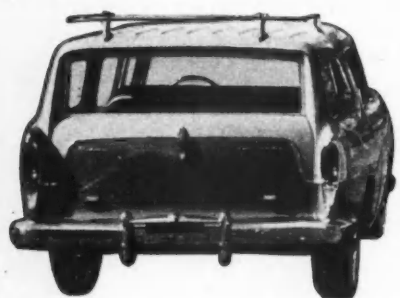
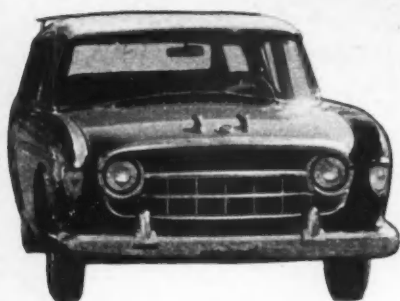


Rambler Super 4-Door Sedan



Rambler Custom Cross-Country





'56 Cross-Country

'55 Cross-Country

grounds; oil pressure gauge and ammeter are still warning lights. (See photo.)

Center-positioned glove box looks like drawer type, is actually a handy bin which pivots downward for easy access. Ashtray is on driver's side, lighter on passenger's but within reach of driver.

Sparing use of chrome on instrument panel all but eliminates reflections and glare is virtually impossible from the dash top which has a reverse slope toward the windshield.

Operation of controls: MT's test car, an American Motors engineering car (it had been used extensively at the Burlington, Wis., proving ground before we picked it up) was shorn of many adornments (radio, heater, steering column shroud), but those components remaining worked satisfactorily. Controls are changed in design, but most of them remain where they were last year.

A major change is the repositioning of the Hydra-Matic quadrant; it's now in conventional top-of-steering-column spot rather than the former vertical (and rather unsatisfactory) position near the lower part of the dashboard. Range indication is still not positive enough.

Air-conditioning controls are left of the steering column, flanked by the light switch on the left, wiper control on the right. Below the heater-air conditioner panel is a pull-type, T-handled parking brake instead of the floor-mounted, pull-

up handle (another reason for more legroom). Overdrive control remains right of the steering column.

Windshield wipers, while they operate adequately, leave the traditional unswept areas at sides and center of windshield, but don't present too much of a problem. Heat and fresh air vents are the same as in '55, operate satisfactorily.

Ease of handling: We had to look under the hood to decide whether or not our test car was equipped with power steering—it was that easy to drive. Despite its size and weight, the Rambler is very stable on most all road surfaces. On a highly crowned country road the car did not tend to wander, but brisk crosswinds

moved it considerably and called for careful corrections. The Rambler fishtailed slightly when driven from the road surface onto the shoulder, but scarcely enough to cause even an anxious moment.

Here again the small, close-to-the-driver steering wheel is a hindrance: rapid turning ability in a sharp corner is somewhat limited. You might get crossed up in a corner when the car's new to you, but experience should iron out the driving kinks in short order.

While the low-set position of the wheel is comfortable from a sheer steering point of view, the high-set brake pedal makes it easy to bump your thigh on the wheel when going from the accelerator to the small brake pedal. On cars with Hydra-Matic, a kink in the supporting arm of the pendular pedal makes left-foot braking possible.

Acceleration: New Rambler outdistances its predecessors in every phase of acceleration. Improvement lies in 30-50 times and high-speed acceleration (50-80) but it's still on the slow side for comfortable high-speed passing (see performance table opposite) since 80 mph isn't far away from its top speed.

Standing-start times are better too. Altho it is hardly in a dragging class, the car has a snappier feel for the driver who wants to get away from the light in a hurry. Test car's low gear had plenty of pulling power.

Our test car with overdrive transmission featured good, positive short shifts and a clutch which didn't tend to fade out during strenuous acceleration runs. We found that a true 30 and 50 mph (indicated 32 and 53) were the best shift points for standing start acceleration—holding out for faster engine speeds resulted in overrevving beyond effective torque, and gave us only slower times for our effort. The use of 2nd overdrive (or overdrive high, to pick up any remaining torque at the upper end) in 50 to 80 runs proved to no avail—the shift lag offset (Continued on page 56)



P E R F O R M A N C E

'56

'55

ACCELERATION From Standing Start
0-30 mph 4.7 0-60 mph 16.1
Quarter-mile 20.4 and 68 mph

From Standing Start
0-30 mph 6.3 0-60 mph 21.1
Quarter-mile 21.5 and 61 mph

Passing Speeds
30-50 mph 7.7 50-75 mph 15.6
50-80 mph 22.3

Passing Speeds
30-50 mph 9.7 50-75 mph 29.5

TOP SPEED Fastest run 94 Slowest 90
Average of 4 runs 92

Fastest run 86.9 Slowest 79.2
Average of 4 runs 83.6

FUEL CONSUMPTION Used Mobilgas Regular
Steady Speeds
27.7 mpg @ 30 23.9 mpg @ 45
19.9 mpg @ 60 17.4 mpg @ 75

Used Mobilgas Regular
Steady Speeds
30.8 mpg @ 30 24.7 mpg @ 45
20.9 mpg @ 60 17.4 mpg @ 75

Stop-and-Go Driving
17.3 mpg over measured course
19.1 mpg tank average for 683 miles

Stop-and-Go Driving
21.0 mpg over measured course
23.0 mpg tank average for 1042 miles

STOPPING DISTANCE 150 feet from 60 mph

152 feet from 60 mph

SPEEDOMETER ERROR Read 32 at true 30, 48 at 45,
63 at 60, and 79 at 75

Read 31 at true 30, 63 at 60

S P E C I F I C A T I O N S

ENGINE: Ohv 6. Bore 3.125 in. Stroke 4.25 in.
Stroke/bore ratio 1.36:1. Compression ratio 7.44:1.
Displacement 195.6 cu. in. Advertised bhp 120 @
4200 rpm. Bhp per cu. in. 0.613. Piston travel @
max. bhp 2808 ft. per min. Max. bmep 131.1 psi.
Max. torque 170 lbs.-ft. @ 1600 rpm.

TRANSMISSION: Standard transmission is 3-speed syn-
chromesh using helical gears. Automatic transmission
is Hydra-Matic, 4-speed planetary gearbox with fluid
coupling. Overdrive transmission is standard shift
with planetary gearset.

REAR-AXLE RATIOS: Conventional 3.77 standard, 4.4
optional. Hydra-matic 3.58 standard with air condi-
tioning and continental kit, 3.31 standard on others.
Overdrive 4.44 standard, 4.1 optional.

STEERING: Turns lock to lock 4½. Overall ratio 23:1.

WEIGHT: Test car weight 3244 lbs. Test car
weight/bhp ratio 27.0:1.

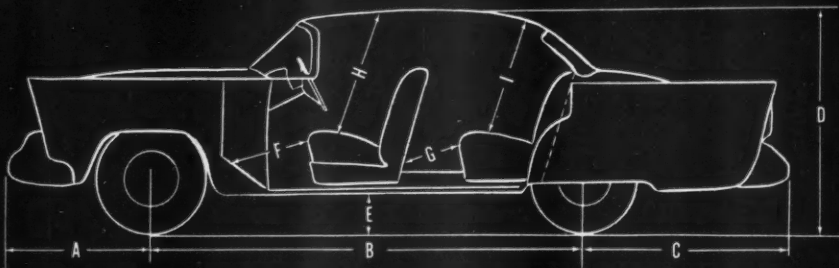
TIRES: 6.40 x 15 tubeless.

PRICES: Not available as we went to press.

DIMENSIONS

A FRONT OVERHANG 32
B WHEELBASE 108
C REAR OVERHANG 51.1
D OVERALL HEIGHT 58.9
E MINIMUM GROUND CLEARANCE 6.9
F FRONT LEGROOM 43.0
G REAR LEGROOM 42.0

H FRONT HEADROOM 36.0
I REAR HEADROOM 35.0
J OVERALL LENGTH 191.1
K OVERALL WIDTH 71.3
L FRONT SHOULDER ROOM 57.7
M REAR SHOULDER ROOM 57.6
N TRUNK CAPACITY 22.4 SQ. FT.

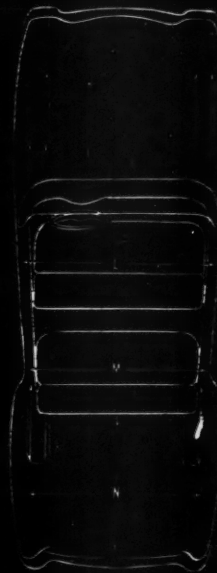


MT ROAD TEST



'56 RAMBLER

Super 4-door hardtop
with overdrive



DRIVING
AROUND

with
WALT WORON



WHETHER OR NOT the people who yelled to me from the curb, called from other cars at intersections, and spoke to me whenever I stopped in the MG-A will ever buy this new car is one thing; it certainly indicates more than a passive interest in the appearance and popularity of this radically restyled marque. Typical comments: "Is that a special or the new MG?" "What is that? The new MG? Wow!" "That the '56 MG? What a terrific difference!"

Probably the outstanding thing (to me anyway) about the MG-A outside of its new cloak is its amazingly good handling qualities; there just don't seem to be many ways you can get into trouble. You can slide into a corner, thru a corner, drift into it, correct the drift with a tick of the wheel and force a slide—practically any combination—and you're into and thru the corner with no strain. Steering response is very quick and the feel is light. It certainly puts the fun back into driving.

Going pretty fast on choppy surfaces (like a dirt washboard) you won't get into trouble unless you let the rear end come around on you (which it has a slight tendency to do). You'll pretty much float over them tho, with little complaint from your passenger, somewhat more from the steering wheel which transmits its objection to you in the form of vibration.

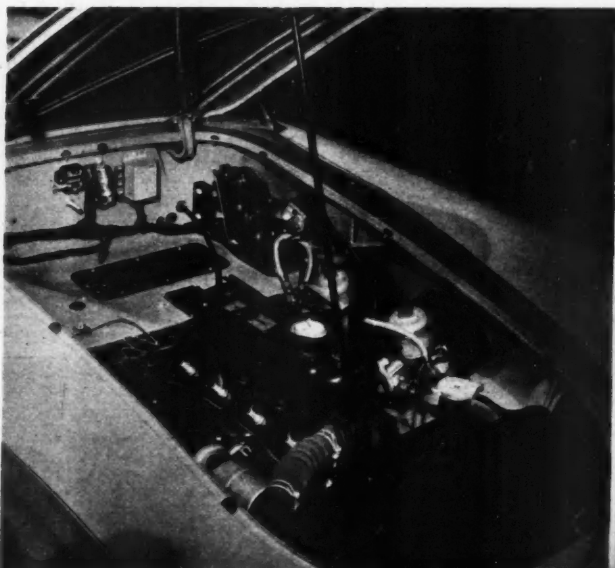
On a straight road you'll whip along at 50, 60, 70 mph without having to saw at the wheel, nor will a gust of wind from behind a huge rock tend to throw you off course. Clear up to its top speed of 97.6 mph, you have complete mastery of the MG-A. At top speed it has some tendency to weave, because of its lightness (2000 pounds) and quick steering, but won't if you watch it; it never feels airborne.

The MG-A is fine for darting in and out of traffic's tightest spots. Parking places open up that never seemed to be there before. The steering is light and positive and you have to expend very little effort in driving, outside of pumping the clutch and pushing the gearshift around. Starts are quite easy at all times, most of the time without choking. (This test was made in early fall, and winter might change the story.) The 90-cubic-inch, 68-hp BMC engine is not as silent as the stock-car engines many of us are used to, but each power pulse of this sometimes violently-running 4 is quite pleasurable.

The transmission gate of the modified Magnette transmission has been changed in that reverse is to the left and alongside 2nd gear. Reverse does not require pressing or pulling of the

Engine compartment houses 91-cubic-inch, overhead-valve, 68-hp engine using twin S.U. carburetors. Accessibility for servicing is now exceptional

PHOTOS BY BOB D'OLIVO



knob but takes some getting used to, as my 1st encounter with it at the MG gymkhana introduction pointed up. It also is not particularly easy to speedshift from 2nd to 3rd because of the narrow crossing of the H gate. After overcoming this, however, I was able to knock some time off the 1500 cc MG-TF which we tested last year. Here's the comparison:

	TF	A
Standing ¼-mile	20.8 (65.5 mph)	20.4 (68 mph)
0-60 mph	17.3	15.9
50-75 mph	6.8	6.5
50-75 mph	24.0	
50-80 mph		20.6

The fastest shifts were made by revving up to 4500 rpm, slowly engaging the clutch, razzing the throttle, then popping the clutch to get a quick bite and be on our way. I wound to 5500 rpm in 2nd and about the same in 3rd when I crossed the quarter-mile mark. (You could wind it tighter and possibly get a somewhat better time, but I certainly wouldn't recommend it as a general practice.) At the higher rpms, the engine had a peculiar whine, quite unlike the previous TF engine. The 30 to 50 mph checks were made in 2nd gear with a shift to 3rd at 5500 rpm. The 50 to 80 mph checks were made in 3rd gear up to 6000 rpm (just short of the red band on the tach) but with a shift into 4th, acceleration flattened out considerably. There just doesn't seem to be enough power to pull the 4.3 rear axle and give you any reserve for acceleration.

The brakes (last year's bigger Magnette brakes) feel particularly positive, stopping down from fast speeds with no strain and no swerve. After numerous acceleration checks, and later "road race driving" on our handling course, I encountered absolutely no indication of fade.

The side of the door is just below my shoulder and even during the most violent maneuvering, I was never thrown uncomfortably against it. The steering wheel sits down in my lap, at a good slant and in a convenient position for a stable 2-hand grip (see photo). The seats are thickly padded, extremely comfortable, molding well to your back. They both adjust back and forth on their tracks quite easily by means of a manual control, so your passenger can be comfortable too.

With the driver's seat all the way back I couldn't keep my legs out straight (which you sort-of come to expect in a sports car), but I found a comfortable resting place for my left knee against the door panel when I occasionally had to use the gears; when I was cruising on the highway I put my leg out straight, with my foot behind the clutch pedal. The brake and throttle are as close together as ever (see photo), causing me concern at times because the sole of my shoe would catch on the back of the brake pedal when I was trying to lift it quickly off the throttle. (The pedals are being moved farther apart on models now coming out.)

The white-on-black tachometer and speedometer are both immediately readable in their location on either side of the column (see photo), but I couldn't help getting the feeling that BMC was trying to economize by not providing more numbers on these 2 dials. Unfortunately, this feeling is bound to be heightened when you find that the panel is attached so flimsily that it moves when your knee hits it getting in or out. (John Beazley of Gough Industries, Los Angeles, tells me that the factory is going to provide bracing on future cars to prevent this.) The more important water temperature and oil pressure gauges (in one dial to the right of the centrally located radio speaker) could easily have been substituted for the fuel gauge (just right of the speedometer). The optional radio goes where the glove compartment could have gone at the right of the panel; Gough Industries has an optional locking compartment for the passenger's door.

With the doors now opening at the rear (hinged in front) instead of at the front as on previous MGs, it's not as easy to swing your legs in and out; your feet have a way of getting tangled up with the front part of the door. And on cars without a telescoping column (which is an optional extra now), you don't get any help from that quarter; instead you have to wrap yourself around the low wheel. With the top up, you double up and back in. Speaking of tops, I wish the British manufacturers would take a leaf out of Porsche's and DKW's book and provide tops that can be put up or down from the driver's seat instead of out in the rain and generally with the assist of another person.

There is no distortion thru the slightly curved windshield and the windshield posts are much too thin to create any blind spots. The hood drops off suddenly, so you're not apt to run over any sleeping pedestrians without seeing them. With top and/or side curtains up you needn't fear claustrophobia, for there is fair headroom and the outside world is still visible.

My one and only major complaint about the MG is directed at British sports-car builders in general: I hope that they will soon recognize the fact that performance (and more particularly, acceleration) is what the majority of the American motoring public desires. There seems to be little reason to saddle a potentially good-performing car like the MG with a 1½-liter engine that doesn't even allow it to hold its own against such cars as a '55 Chevy, Ford, or Plymouth when leaving a stoplight. Why not a bigger-displacement, more powerful engine—even if only for export? It certainly seems like it would help to up exports to the U. S. (which ranks only 4th in imports from the United Kingdom). And despite the fact that the Central Office of Information (London, Eng.) states that "there seems little doubt that these [sports-car race] successes have helped in the increased sales of this type of car in North America," what about their "race" against the U.S. stock car on every highway and

(Continued on page 47)

Sleeker rear end includes shallow trunk compartment that holds spare tire, tools (standard equipment), and small amount of weekend luggage

Good-fitting side curtains stow away in flap behind seats, are easy to install



CUSTOM

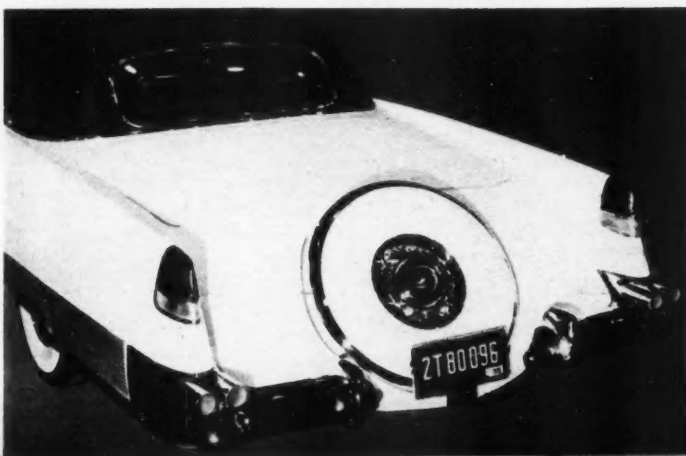
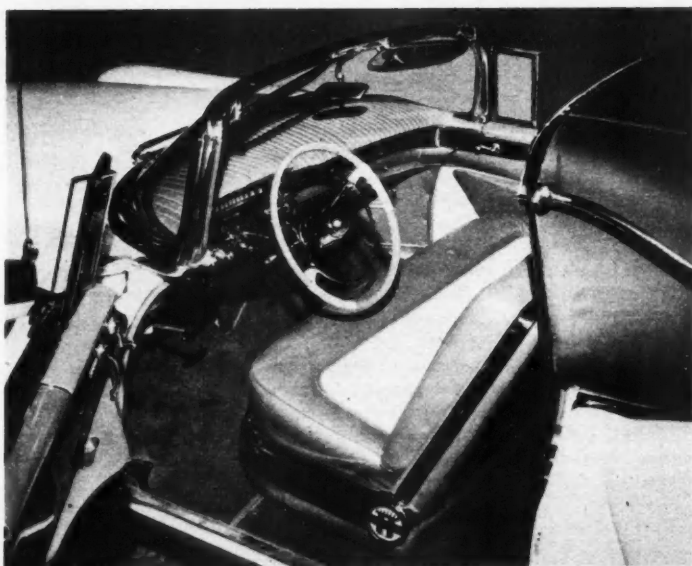


A CAR that might well meet the definition of a "modern classic" is the custom Cadillac owned by supermarket executive Milton Melton. Shown at the 1955 International Motor Revue, this modern sedan de ville aroused much interest among classics enthusiasts.

Starting with a 1954 Cadillac Eldorado convertible, Barris Kustom Auto Shop (11054 Atlantic Blvd., Lynwood, Calif.) sectioned 3 inches from the body—thru rear fenders, hood, and top of doors. Rear fenders (sans original fins) were extended 20 inches. Spare tire was sunk into the rear deck and mounted to the frame (reinforced for the extra load).

The structure of the formal landau top (executed by Schwartz of classic-day fame—1901 Walnut, Pasadena, Calif.) is oak, covered with metal. The entire top is removable, with the front canopy clamped in place and the main section bolted to the body. One and one-half inches were chopped from the windshield, which was also raked back at a more extreme angle. Landau irons are bronze castings. Instrument panel padding and seats are done up in Naugahyde.

Fender scoops are functional, directing cool air to the rear brakes. Two hood scoops supply air to the carburetor intake of a stock '54 Cad Eldorado engine.



ERIC RICKMAN

WITH A CLASSIC LOOK



by Robert J. Gottlieb
Classic Car Editor

WE HAVE OFTEN posed the question whether any cars manufactured today will be considered classics in later years. One of the strong negative arguments is based on the premise that automotive manufacturers are not able to incorporate the superior craftsmanship and materials (so necessary for classicism), into modern products. Those taking the affirmative side point to certain models produced by custom body builders and certain prestige models, such as the Eldorado, Imperial, and Caribbean. A few months ago a new prospect appeared on the automotive horizon in the form of the Continental Mark II. Tho it has the required materials and craftsmanship, bear in mind that a classic is a car with character and it usually requires the passage of time for the true development of that character. It would, indeed, be interesting if we could determine at this time which contemporary products will be collected by our grandchildren.

Many readers have written letters requesting information about Mayfield Car Co. This company formerly specialized in classic and antique automobiles in Burbank, Calif., but is now out of business. A large portion of the stock was purchased by Atlantic Auto and Truck Wrecking, located at 19020 S. Figueroa St., Gardena, Calif. This outfit specializes in classic automobiles and parts and is generally referred to in Southern California as "The Boneyard." I recently spent an afternoon with Mike McManus and John Edwards, proprietors, and they are apparently having the same troubles that I have: The wrecking yard is well known throughout the country and they receive hundreds of letters each week. Unfortunately, many collectors write: "Dear Sir: Kindly advise me of all the parts you have for a 1937 Packard Super 8." It is impossible for them to answer a letter such as this. The prospective purchaser would be in a much better position if he would send a

request for specific parts, condition and price, together with a self-addressed stamped envelope. It would then be a simple matter to write the information on the original letter, place it in the envelope, and drop it in the mailbox.

Along these lines many readers write me: "Kindly send me all the information you have on.....[or another car]." It is impossible for me to answer letters of this nature. I can, however, answer reasonable requests (accompanied by a self-addressed stamped envelope) where the questions are followed by blank spaces so the information can be written on the same letter.

Ain't it a Shame Department: Automobile enthusiasts in every category generally associate and form clubs. Thruout the country there are hundreds of antique, sports, foreign, classic and other car clubs. The basic interests are the same, otherwise the clubs would not be formed. Thruout the histories of almost all organizations a series of petty arguments and bickerings are noted. Most disagreements arise between individual members and disastrous results often follow. They may be caused by personality conflicts; more likely they are caused by internal struggles for control and power on the part of a few members. It is time for someone to take a definite stand and advise these organizations that childish acts hurt no one except the individual clubs. Without pointing a finger at any offenders in particular, it is interesting to note the long list of squabbles in the major sports-car clubs as well as certain antique and classic car clubs. In many cases the squabbles have resulted in the formation of numerous small groups instead of one well-organized large group. A plea for unity is certainly in order.

On the brighter side of the ledger, The Classic Auto Restoration Society (CARS) is a newly formed group that is fast becoming national in scope. The club is dedicated to the preservation and restoration of classic and special-interest cars. It offers members a monthly newsletter in addition to many other benefits. I understand that the club is a nonprofit corporation and it should therefore be well worth investigating. Dues are only \$2 per year. The club address is 145 N. Wetherly Dr., Beverly Hills, Calif.

Carl T. Doman, well-known automotive engineer of Ann Arbor, Mich., and I have been corresponding personally on the merits of the Franklin automobile. In case any of you don't know, Mr. Doman was Chief Engineer of the reorganized

Franklin Co. (See "The Cool Franklin," July '54 MT.) In one of his letters he lists the 1926 Series 11 roadster as the finest Franklin ever built. He also listed some Franklin 1sts, and these are so interesting that we reprint them here as he wrote them:

1st 4-cylinder engine (1902). Original model built in 1898.

1st in scientific lightweight and flexible construction (1902).

Fundamental features, such as light unsprung weight, wood chassis frame, full elliptic springs and aircooling appeared in 1st car marketed.

1st in valve-in-head cylinder design (1902). This construction was used from the 1st Franklin built.

1st in throttle control (1902).

1st float-feed carburetor (1902). As simple as the carburetor throttle control and float-feed now appear, they were never used until Franklin showed the way.

1st 6-cylinder engine (1905). This engine was exhibited at the 1906 New York Automobile Show.

1st to employ drive thru springs (1906).

1st to use transmission service brake (1906).

1st to adopt automatic spark advance (1907).

1st to use individual recirculating pressure-feed oiling system for engine (1912).

1st to use exhaust jacket for heating intake gases (1913).

1st to use an electric carburetor primer to facilitate cold-weather starting (1917).

1st to use case-hardened crankshaft in regular production (1921).

1st to use centrifugal aircleaner for carburetor (1922).

1st to use duralumin connecting rods in regular production (1922).

1st to employ narrow steel front body pillar construction (1925).

Pioneered aluminum pistons (1915). Pioneered closed bodies; 1st production sedan (1913).

A few months ago I received a newsletter from Packard Automobile Classics, a club composed of Packard classic enthusiasts. This group recognizes that some Packards are more desirable from a classic standpoint than others and they have broken the Packard line into 2 classifications referred to as "Junior" and "Senior." In the issue in question the editor attempts to define those Packards which are classic and those which are nonclassic. Much thought went into this excellent article, which follows:

"Just what is a classic automobile is,



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at this time, a moot question. Bob Gottlieb and MOTOR TREND magazine are in the midst of a contest now to obtain a definition. We hope it produces a firm answer but we have a strong hunch that no matter how precise the results there will be many who cry, 'It ain't so.' So too with the consideration of Packards only.

"One of the cleverest definitions of a classic automobile was credited to a member of the Classic Car Club: 'Built for the Classes, not for the Masses.' Packards were built mainly for the Classes until the middle '30s; then, because of the disappearance of the Classes with the ensuing financial necessity, [Packard] began to build for the Masses. Regrettable as this may be, no blame can be put upon the Packard Motor Co. Corporations, like people, cannot eat prestige. Profits, my boy, profits, that's the answer.

"With [this definition] as a start the next step . . . is to . . . set the bounds for Classic Packards. No 110 or 120 is acceptable. No Packard built after 1939 is acceptable except the Darrin convertibles. Packards built before 1928 are 'vintage,' those before 1914 'antique.' Tho some models in these categories may have 'classic' features, in the interests of firming the definition, it is best to leave them in those classes.

"Now what's left? Only those Packards built between 1928 and 1939, engined by the Standard 8, the Super 8, and the 12. The Standard 8 (after 1936 called Super 8) is acceptable in customs of any style, convertibles or open bodies; the Super 8 (3½ by 5 inch bore and stroke; dropped after 1936) in customs of any style, convertibles, open cars, custom-interior sedans and rare standard body models such as rumbleseat coupes. As to the 12s—ah, the 12s—they are all acceptable with the possible exception of the 'tanker' sedans. So few were built each year that they were all practically custom built.

"This takes care of the general term Classic Packard. Within the meaning of the term there are, of course, degrees of desirableness. Building for the Classes means building in the most conservative way. Unfortunately, in the Senior Packards the most conservative has meant large, somewhat ungainly sedans known as 'tankers,' 'greenhouses,' 'iceboxes,' etc., generally with sumptuous rear sections to please the most difficult of dowagers. Few indeed were the bodies built that forced the removal of a 'Queen Mary' hat. This commonness of sedans has placed the open cars in the rare class. This rareness combined with an elegant sportiveness has made the open and convertible bodies the most desired by collectors. (Sometimes this elegant sportiveness approaches the look of any escaped coal car.) After the open bodies come the custom sedans and limousines with the standard sedans and coupes bringing up the rear." O.K., guys and gals—tear into this! (Cont. page 47)

car owner's



LIBRARY

HENRY'S WONDERFUL MODEL T

by Floyd Clymer

Published by McGraw-Hill Book Co., Inc., 330 W. 42nd St., New York 36. \$5.95 at bookstores.

THERE'S HARDLY AN ADJECTIVE in Webster's that hasn't been used to describe the Ford Model T, but "wonderful" seems to do it quite adequately. In *Henry's Wonderful Model T*, Floyd Clymer more than portrays the humor, the poignancy, and the festive feeling surrounding the car that was born in 1908, lived for 20 years, yet bears a memory within most of us that has grown stronger with the passing of each year.

In 220 pages, author Clymer recalls how T salesmen "would take out your clutch before your very eyes . . ." that the "T was a car that rared to go, a challenge to every driver . . ." presents page after page of Ts in photos, technical aspects and differences between yearly models, cartoons and jokes associated with the T that will bring a chuckle of remembrance or an entirely new laugh, but a few too many pages devoted to oldtime ads on the car and its accessories.

For those unfortunate enough never to have owned a T it is doubtful if the technical phase of the book will be of much interest; to the owner of a T, this book can well serve as an owner's manual and an album of remembrances.

—W.A.W.

HOW TO DRIVE BETTER AND AVOID ACCIDENTS

by Paul W. Kearney

Published by Thomas Y. Crowell Co., 432 4th Ave., New York 16. \$2.95 at bookstores.

A LESS EXCITING TITLE we have rarely seen, and a more worthwhile book we have rarely read. This subject, so hard to make absorbing, is most competently handled by its author (who is a nationally noted safety authority), with only infrequent lapses into irritating evangelism.

Perhaps his best recommendation as the author of a book on driving safety is that he obviously likes to drive. His own near-perfect driving record he objectively ascribes to luck, but he has inadvertently painted a picture of himself as a sportsman—not a danger-loving type, of course, but one who enjoys doing his best with brain and body and encouraging others to enjoy themselves.

Only one lone driver in 1000 has scored better than 60 per cent in the book's simple-seeming tests on what to do in the emergencies that can pop up so fast in today's driving; yet you'll recognize the questions, for you've often wondered about these problems.

Mr. Kearney strongly believes that every driver needs to know more about his car. Whether you are mechanically minded or not, you'll have more trust in yours after you've read *How to Drive*. There is a whole chapter of unusual but intensely practical tips for touring, with or without a trailer, and one on what we can expect from the better-trained younger generation, many of whom are getting the kind of theory-and-practice training the author advocates.

If it won't fit in your glove compartment, we hope you'll make a place for this one under your front seat.

—P.M.

JANUARY

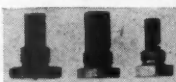
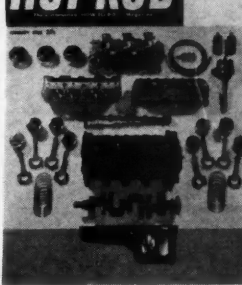
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Look who's using Magna-Power! Here's how they keep their car engine at new car performance level permanently.



"My oil stays cleaner longer and I can now use my filters twice as long as before I installed the Magna-Power acid neutralizer. I'm saving on oil and filters both!" Eldon Harvey, Jr., Rumson, N. J.



"I ran my first change of oil 5,000 miles to check on Magna-Power action. The oil looked like 500-mile oil with no trace of sludge anywhere in the system." Jay Kloer, Sacramento, Calif.



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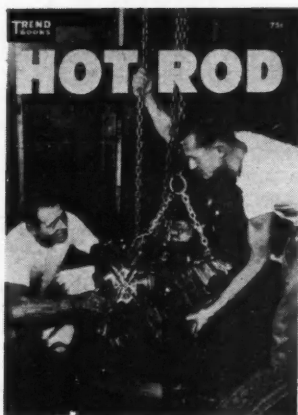
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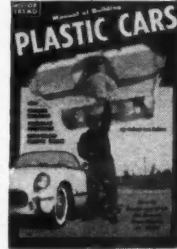
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Classic Comments

Calling all owners of foreign-built classics: "I have been fortunate during my tour in France to be able to purchase a fine Type 57 Bugatti. My car gives me much pride and satisfaction. I am sure that some of the clubs devoted to classic and high-performance automobiles would increase my enjoyment. Can you help me contact these clubs by giving me the addresses of their headquarters? I am particularly interested in the Bugatti Owners' Club, the Sports Car Club of America, and the Classic Car Club.

"My interest in such cars as the Bugatti has led me to many fine classics here in Europe. I am unable to purchase them, of course, but I shall gladly answer any requests from your readers. Also, I have a passing knowledge of French, and I am near sources of parts for Bugatti, Talbot-Lago, Delage, Delahaye, etc. If you will pass my offer on to your readers, I shall be very happy to help them in any way I can.

"Thanks to you for your very interesting and helpful 'Classic Comments' in each issue of MT. It's hard to evaluate the good you do all of us by drawing us together and by collecting solutions for our common problems—in these respects your articles are priceless."

I suppose I should warn the postal authorities of the deluge that will follow this offer.

The letter is from Pfc. H. John Kortright, USS 1289114, Hq. Suc. Co., 83 Eng. Box (Const.), A.P.O. #215, New York. Contact the Classic Car Club of America thru Arthur Perrow, 320 W. 104th St., New York.

There's confusion on the Chrysler Imperial, and no wonder. At one point (1939) Chrysler even confused the issue itself by making the New Yorker a deluxe, small Imperial! From Iselin, N.J., we get a plea for help from Ronald Albrecht:

"A friend of mine has a '32 Chrysler. He insists that it is an Imperial, but nowhere on the car does it say so. The markings on the hubcaps, radiator grille and tire cover all say 'Chrysler 8.' I own a '33 Imperial and my engine is larger than his. Is his car an Imperial? Another friend has a '31 LeBaron convertible sedan. He claims it is the only car like it in the world. Can you help us with our problems?" We'll try. In 1932 Chrysler built a standard 8 and an Imperial and a custom Imperial. The Imperial models had larger engines and the cars were marked "Imperial" on the grille, hubcaps, and various other places such as firewall stampings, etc. The engines used in the Imperial models were 3½ x 5 inches; those in the standard eights, 3¼ x 4½. It is not likely that your friend owns an Imperial. Regarding the LeBaron, I have seen a few '31 convertible sedans and I am positive the one your friend owns is not the only one in existence. Nonetheless, it's one of the top classics.

continued from page 41

Driving Around

city street? Everyone doesn't have a road course or mountainous road in his backyard (and wouldn't that be fun!).

ATTENTION: Uranium prospectors, farmers, hunters, miners, loggers, fishermen, service station owners, ranchers, plumbers, electricians—or anyone else who likes (or has) to traipse off the beaten track. If you're in need of a truck that will plow thru axle-deep mud or snow, and take you up the side of a hill where only motorcycle riders and fools dare tread, then you should get a Chevrolet truck fitted with Napco Powr-Pak 4-Wheel Drive (Napco Industries, Inc., Minneapolis, Minn.).

Rarely have I seen a person more enthusiastic than Chuck Lambert, who loaned me a half-ton truck. To hear him tell it, it would not only take a 70 per cent dirt trail in stride, but would do anything short of scaling a brick wall. (The Lambert Co., Ltd.—1202 E. Olympic Blvd., Los Angeles—distributors for Napco, supplying the bodies and 4-wheel conversions.)

Bill Babbitt (our Technical Editor) and I tried it up some of the roughest motorcycle hillclimb trails we could find. To the consternation of some 'cycle hounds, we scaled the hills with a minimum of effort. We took some extreme grades in 2nd gear with front-wheel drive engaged, and steeper ones in 1st gear, but at no time were we peaked out in gear.

Nor does the truck buck or chatter when you lug down.

When we stalled out deliberately, the finger-tip-controlled vacuum brake (on the column) kept us from moving an inch backwards until we restarted and released it. The vacuum brake is extremely sensitive. The normal foot brake pedal is positioned a bit high off the floor.

Once you get onto the operation of the transfer case, there's no problem in shifting—even thru the 8 gears you can use with both front and rear drive. For a truck it is unusually easy to shift. You can shift in or out of 4-wheel drive at any speed, without clutching; you definitely want to watch your tach at all times tho, so you won't over-rev or lug the engine.

There was perceptibly more gear noise in high range than there was in 4-wheel drive. The quiet operation of the transfer case is probably due to its being mounted in rubber. Constant-velocity joints keep whip to an absolute minimum.

Another asset of the Napco Powr-Pak is the fact that it can be removed at trade-in time for use on your next truck; it takes no frame-cutting to install it.

My one unfulfilled desire was to mush thru snow to see if I could bog down the truck. The weatherman, however, did not cooperate—all he furnished was smog. With its amazing ability to push thru soft ground and tall weeds (it has 14 inches ground clearance), I seriously doubt if I would have bogged down in snow. But—it would have been fun to act like a snow rabbit.

—Wall Woren

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THOSE

MYSTERIOUS

DRUMS

MOST CAR OWNERS are not aware that when a brake pedal is moved several inches, the brake lining moves but approximately .010 to .015 inch. With such a small clearance between the drum and lining, brake shoes must be accurately positioned and held in place to perform satisfactorily.

Raybestos Division of Raybestos-Manhattan, Inc., thru its brake check program, makes a major point of inspecting brakedrums for out-of-round condition, concavity, or bellmouthing. When these conditions are evident, resurfacing is very often necessary if a 1st-class relining job is to be obtained and guaranteed.

Here are AMA recommendations on machining limits: passenger cars and light trucks with 9- to 12-inch drums should not be machined beyond .060 inch on the inside diameter; pre-1952 Lincolns and Mercurys and pre-1949 Fords should not be



machined beyond .030 inch on the inside diameter.

Where the surface of a worn brakedrum is glazed from resins set by pressure and heat, light resurfacing to break the glaze will not remove any appreciable amount of metal from the drum. This work assures a good fit between the drum and new lining.

Drivers can determine the physical condition of the brakedrum in various ways: Out-of-round drums create excessive vibration and noise. The driver can identify this condition thru his foot in the form of pedal pulsation. Squeals, rattles and thumps may all be caused by rough drum surfaces. A grooved drum will leave its marks on linings.

Grooved drums should be checked with a drum micrometer at the deepest groove to determine whether the drum will clean up within the limits specified above. A note of caution—one should never remove any more material than necessary.

OUTRIGGER BUMPER



Does your wide new car tend to rub shoulders too freely with others in tight spots? Max Hoffman's Pontiac Catalina did, so he designed this fold-down side bumper. Rugged when running, it obligingly folds down to let passengers in or out. Brackets are non-spring steel because of the close quarters. The proud inventor's address: 121 W. 3rd St., Los Angeles

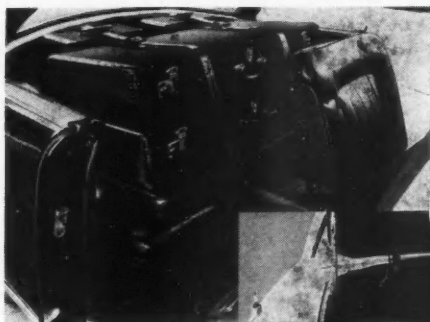




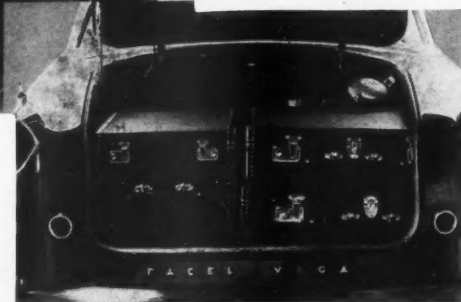
The Best of 2 Possible WORLDS



"AMERIPEAN"—this word may not bear Webster's stamp of approval, but at the moment we can think of nothing more appropriate to describe the 1956 Facel-Vega. The body, whose distinctive styling is unmistakably foreign, has incorporated the American wraparound windshield. Otherwise, it has such European features as a wheelbase of only 103 inches, a leather-upholstered interior, and a rear seatback which folds flat for the fitted luggage. From this side of the Atlantic the car has adopted a powerful V8 engine with 4-barrel carburetor, built by Chrysler. Rear-axle ratios of 3.31 and 2.93 give the Vega V8



top speeds of 120 and 126 mph, respectively. Other features are power brakes, automatic transmission, power steering. Smaller than a Rambler, its tag is big as a Cadillac's. Intrigued? Write Facel S.A., 19 Ave. George V, Paris.



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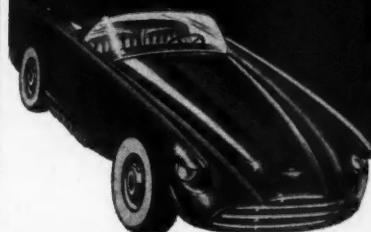
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'56 FORD ROAD TEST

A further stage in the evolution of the classless car, this V8 will suit many differing drivers



PHOTOS BY AL KIDD

FORD FOR '56 is potent, glamorous, and even comes close to being luxurious. The result of a rather extensive facelift both inside and out, it is all tied together with new safety innovations designed specifically to protect you in the area of greatest accident potential.

Short of a major tooling change, about everything that could be done has been done. Lots of midnight oil went into this '56 model, and the powers-that-be at Ford expect it to pay off in sales leadership for '56. They could be right.

Test car: Fairlane V8 4-door Town Sedan. Equipment included Fordomatic, power steering and brakes, radio, heater and "Lifeguard" safety features, both standard and optional.

Engine: Performance comes from the big 292-cubic-inch Thunderbird V8 engine

(standard in all Fairlane models), punching out 202 horses. A lot of the snap can also be attributed to a compression ratio of 8.4 to 1 (when coupled to Fordomatic), better breathing thru larger passages in the heads and intake manifolds, and use of a higher-lift camshaft. With a bore of 3.75 inches and a stroke of 3.30 inches, this over-square engine packs enough punch to make like a rabbit in practically any company.

Other options: If you really want to go all-out on optional equipment, the list is an enormous one. Ford offers power steering and brakes, power windows and seats, air conditioning, fresh-air heaters, tinted safety glass, windshield washers and "Lifeguard" equipment, consisting of safety belts and foam plastic padding for instrument panel and sun visors (see photos). Such "Lifeguard" equipment as doorlatches,

low-hub steering wheel, shatterproof rear-view mirror, and stronger seat anchoring is standard.

WHAT THE CAR IS LIKE TO DRIVE

Exit and entry: Characteristic of wrap-around windshield design, lower corner post presents a definite knee obstruction upon exit or entry. Like last year's model, however, adequate entrance space has been provided; one or 2 inadvertent contacts with this cornerpost, and you will subconsciously avoid challenging its squatter's rights. Steering wheel presents no problem, being positioned well above seat height (see photo).

Door sills are high enough to avoid, provided the usual care is exercised during exit and entry. It is interesting to note that tho the Fairlane has been reduced by one full inch in overall height, headroom at door sill has remained essentially the

same. This has been accomplished by reducing the curvature of the top and snug-gling the headliner against the curvature. Ford's 2-position door checks are again in evidence this year, and all doors open to unusual width for easy access to interior, either front or back. Rear seat leg and headroom provide adequate comfort for the average-size person (see photo).

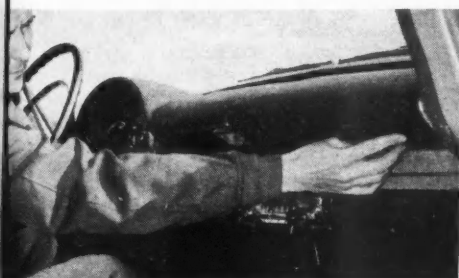
Driving position: From driver's point of view, the '56 Ford offers a very substantial feel of mastery over machine. Steering wheel position is comfortable and allows plenty of room for quick and positive maneuvering should an emergency arise. All fenders are visible (even to an under-size driver) with a slight amount of neck stretching. Forward vision is good over gently sloping hood. Deep, hooded instrumentation, something really new this year, is good but shows little improvement over last year's outstanding panel.

Unfortunately, Ford still retains the left-handed ignition switch which is awkward for most people (especially after unlocking the door with the right hand). Seat position gives you a balanced feeling which is probably the most important factor in a feeling of oneness with your car while driving. Seats are moderately firm, with easy fore-and-aft adjustment.

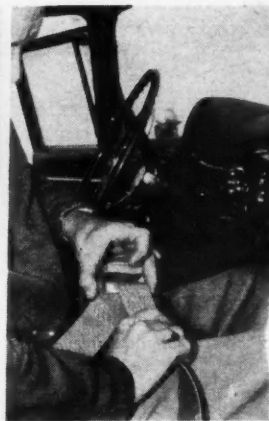
Vision: Abundant glass area assures good vision all around. Sharply curved areas of windshield produce usual distortion, and low-hung rear-view mirror creates a blind spot to right front. Other than that, '56 Ford offers plenty of eye-scanning area, and the rather high windshield puts the driver's eye-level substantially below the header sill. Rear window provides plenty of vision from side to side, but a rather tall person will have some trouble with



Above: MT's Engineering Editor, John Booth, demonstrates balanced feel of new Ford's driving position. Dished wheel contributes materially to driver confidence. Note optional belt in place. Top right: If you've become a proponent of left-foot braking, you'll like the new Ford with or without power assist. Right: Al Kidd finds adequate tho not luxurious room in rear. Ford retains 2-position door checks



Plastic foam crash padding along top edge of dash is without criticism except that glove compartment latch is hard to find. Sun visors, determined a prime danger spot in Ford's safety testing, have thick padded edge. Seatbelt is easy to fasten or to release



the roof line when using the rear-view mirror. Some improvement noticeable in wiper sweep (particularly to sides) but plenty of curved area is still barely translucent in bad weather.

Operation of accessories: Ford has discontinued use of round heater and radio faceplates this year, now mounting them on extreme bottom edge of dashboard, somewhat closer to driver. Heater controls are similar in operation to last year's model, therefore requiring a certain amount of attention. Heat, however, is generated very quickly and defrosters are excellent. Deluxe radio offers a signal-seeking device which automatically selects new stations.

Windshield wiper control has been moved to right side next to cigarette lighter, while light switch remains on left side directly above ignition switch. Operation of these controls remains the same: push-pull for lights, incorporating a twisting action for instrument light brilliance, and a twist (on or off) to set the windshield wipers into action.

Fordomatic's quadrant marker is positioned directly below speedometer, and is

correcting for crosswinds which continues to be necessary this year. Pendulum brake pedal is logically placed for natural foot movement and is wide enough for left-foot braking without leg or foot contortions (see photo on page 51).

Acceleration: With the big 202-hp engine under the hood, acceleration (while improved over last year) doesn't quite measure up to expectations. Response is instantaneous and the feel of real go is there, but the figures don't quite match this feel. For example, 0 to 60 mph averaged out at a conservative 12.2 seconds in DRIVE range, altho this is a good 2.9 seconds faster than the '55 Ford.

Fordomatic transmission retains its characteristic smoothness and seems to be set at optimum for general usage. For instance, when the transmission was held in LOW (intermediate gear) until the engine revs were 4100 (400 over normal shift point) only 0.6-second was lopped off the 0-60 time. In the quarter-mile it took an average of 19 seconds in DRIVE range, while the best we could consistently do by shifting manually from LOW to DRIVE was 18.6 seconds, an advantage usually useless.

'56 Ford has an inherent roadability that is a pleasure to experience. Essentially this year's chassis remains the same, except for slightly softer shock absorber valving, which doesn't detract from its former ability to really stick on washboard or rough surfaces. Very little body lean is apparent to the driver, even in violent cornering, and, altho the rear end can be made to break loose, a quick twist of the wheel puts it in the groove again. Directional stability is good except in a substantial crosswind, where quick and positive corrections are necessary. Top-speed runs produced no vibrations or chatter, but the front end got a little light when bucking a strong wind.

Ride: You will feel bumps, tar strips and pot holes, but ride is not objectionable at all. In fact, its firmness adds to overall feeling of stability. Recovery from dips and bumps is rapid with no tendency toward front- or rear-end oscillation. Noise level is moderate and vibration transfer is held to a minimum with effective use of rubber and other insulation.

WHAT THE CAR IS LIKE TO LIVE WITH

Riding in the front seat: Good leg and headroom, armrests, convenient ashtray, and accessible controls coupled with a comfortable seating position will add up to a sense of well-being for the passenger.

Riding in the rear seat: Good rear-seat visibility and adequate headroom. Legroom satisfactory, but you will probably want to stretch after 2 or 3 hours on the highway. Seats are comfortable and reflect same firmness as those in front. Driveshaft tunnel is not abnormally high, but center passenger of a threesome will notice it's there. Hip and shoulder room assure a reasonable amount of comfort even with 3 passengers in the rear seat.

ECONOMY AND EASE OF MAINTENANCE

Fuel economy: Traffic checks on MT's simulated traffic course averaged nearly 13 miles per gallon—this represents an increase of about 2 mpg over the '55 test car. Normal driving speeds won't force you into the gas station any oftener than your neighbor (see table of performance).

Is the car well put together? Doors, hood, and trunk fit reasonably well, as do floor mats and trunk lining. Typical Ford orange peel was in evidence when we examined the red-and-cream paint. Headlining was wrinkled and sagged in several places, but no unfinished ends showed in either the header or upholstery. Seats were exceptionally well tailored, and quite luxurious looking. Rear bumper exhaust outlets (standard on the Fairlane) get really hot after a hard run, but are safe to touch after normal driving (see



Free breathing, a specialty of Fairlane's Thunderbird engine, starts with the monstrous air-cleaner and ends at the dual exhausts, whose design could be improved by insulation sufficient to prevent heating up.

very easy to read both day and night. Shift lever is conventionally placed for easy movement, and a definite feel is noticed when any quadrant position is engaged. Turn signal lever is mounted on right side and can be placed in turn position without bothering to remove your hands from the wheel.

Ease of handling: This year's Ford retains essentially the same ease of handling that was characteristic of last year's model (same basic chassis) but with considerably more snap. Power steering provides turning ease, but at same time retains a definite feel which enhances your overall feeling of mastery of the car. Ford's practice of using a 25.3 to 1 overall gear ratio for both mechanical and power steering requires approximately 4 1/4 turns from lock to lock. This could be advantageously reduced to not over 3 1/4 for power steering, increasing maneuverability appreciably, such as when

Braking: Here is a category that the new Ford owner can really crow about! After 12 consecutive hard stops (15 feet per second per second from 60 mph), which comprises our standard brake test, the '56 Ford with new fixed-anchor, one-adjustment shoes still had more than enough brake to lock all 4 wheels. Seven complete stops were made with no apparent fade or uneven pull. The 8th stop produced no fade, but a slight pull to the left was noticeable. The 9th thru 12th stops resulted in some erratic wheel pull, both right and left, with a definite increase in brake pedal pressure being required. At no time was wheel pull so violent as to become uncontrollable, and pedal travel increased so slightly that a measurement by hand was necessary to detect it. These brakes returned to normal after 7 minutes of 50 to 60 mph driving.

Roadability: Like last year's model, the

P E R F O R M A N C E

'56

ACCELERATION From Standing Start
0-30 mph 4.0 0-60 mph 11.6
Quarter-mile 18.6 and 75 mph

Passing Speeds
30-50 mph 5.3 50-80 mph 13.3

TOP SPEED Fastest run 100.6 Slowest 99.5
Average of 4 runs 100.2

FUEL CONSUMPTION Used Mobilgas Special
Steady Speeds
21.4 mpg @ 30 18.8 mpg @ 45
16.1 mpg @ 60 13.5 mpg @ 75

Stop-and-Go Driving
12.9 mpg over measured course
13.5 mpg tank average for 536 miles

STOPPING DISTANCE 174 feet from 60 mph

SPEEDOMETER ERROR Read 32 at true 30, 50 at 45, 64 at 60,
80 at 75, and 106 at top speed

REAR-WHEEL HORSEPOWER Clayton chassis dynamometer showed:
63 road hp @ 2000 rpm and 29 mph
76 road hp @ 2500 rpm and 53 mph
102 road hp (max.) @ 3600 rpm, 85 mph

'55

From Standing Start
0-30 mph 4.5 0-60 mph 14.5
Quarter-mile 19.4 and 74 mph

Passing Speeds
30-50 mph 5.7 50-80 mph 19.8

Fastest run 95.9 Slowest 94.8
Average of 4 runs 95.2

Used Mobilgas Special
Steady Speeds
18.5 mpg @ 30 17.4 mpg @ 45
14.0 mpg @ 60 10.9 mpg @ 75

Stop-and-Go Driving
11.9 mpg over measured course
13.4 mpg tank average for 1386.1 miles

178 feet from 60 mph

Read 33 at true 30, 50 at 45, 66 at 60,
81 at 75 and 102 at top speed

Clayton chassis dynamometer showed:
57 road hp @ 2000 rpm and 38 mph
68 road hp @ 2500 rpm and 52 mph
75 road hp (max.) @ 2900 rpm, 61 mph

S P E C I F I C A T I O N S

ENGINE: Ohv V8. Bore 3.75 in. Stroke 3.30 in. Stroke/bore ratio .88:1. Compression ratio 8.4:1. Displacement 292 cu. in. Advertised bhp 202 with Fordomatic @ 4600 rpm. Bhp per cu. in. 0.695. Piston travel @ max. bhp 2300 ft. per min. Max. bmep 149.2 psi. Max. torque 289 lbs.-ft. @ 2600 rpm.

TRANSMISSION: Fordomatic, 3-element torque converter with planetary gears. **RATIOS:** Drive 1.47 x converter ratio and torque converter only (2.40 to 1 at full throttle thru detent-plus torque converter); Low 2.40 x torque converter ratio; Reverse 2.00 x converter ratio. Maximum converter ratio at stall 2.1 to 1 @ 1540-1740 rpm.

REAR-AXLE RATIOS: Conventional 3.78, Fordomatic 3.22, Overdrive 3.89.

STEERING: Turning diameter 41.18 ft. Number of turns lock to lock 4.75—standard and power steering. **TYPE:** worm and 2-tooth roller. Power, Bendix linkage booster.

WEIGHT: Test car weight (with gas, oil, and water) 3700 lbs. Test car weight/bhp ratio 18.3:1.

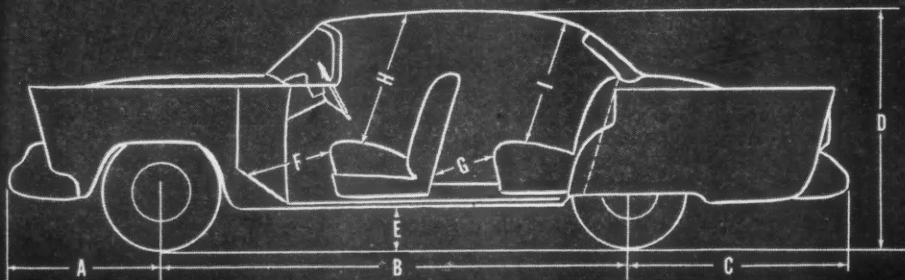
PRICES: (Including suggested retail price at main factory, federal tax, and delivery handling charges but not freight. These prices are for 6-cylinder models; V8s are \$100 more.) **MAINLINE** business sedan \$1711, 2-door sedan \$1813, 4-door sedan \$1858. **CUSTOMLINE** 2-door sedan \$1906, 4-door sedan \$1951. **FAIRLANE** 2-door sedan \$1998, 4-door sedan \$2044, 2-door hardtops \$2144 and \$2288, 4-door hardtop \$2216, convertible \$2310. **STATION WAGONS:** 2-doors \$2135, \$2200, and \$2379, 4-door 2-seat \$2247, 4-door 3-seats \$2379 and \$2483.

ACCESSORIES: Fordomatic \$165, overdrive \$102, power brakes \$39, power steering \$50, power windows \$95, power seat \$60, radios \$71 and \$99, heaters \$41 and \$66, air conditioning \$475.

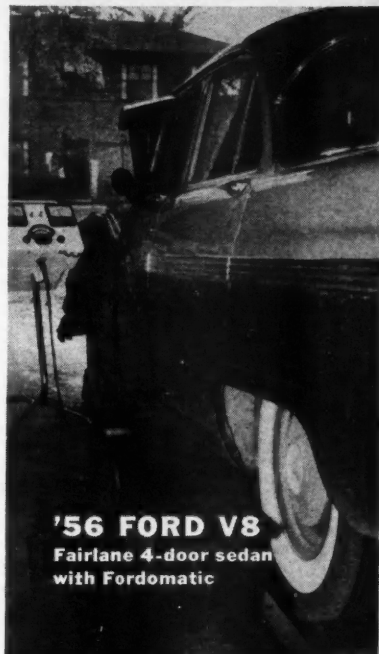
DIMENSIONS

A FRONT OVERHANG 33.9
B WHEELBASE 115.5
C REAR OVERHANG 48.1
D OVERALL HEIGHT 62.1
E MINIMUM GROUND CLEARANCE 6.5
F FRONT LEGROOM 44.3
G REAR LEGROOM 41.9

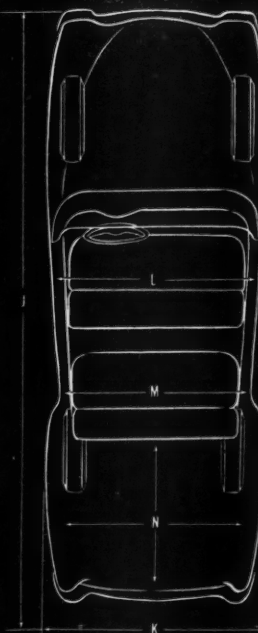
H FRONT HEADROOM 34.9
I REAR HEADROOM 33.9
J OVERALL LENGTH 198.5
K OVERALL WIDTH 75.9
L FRONT SHOULDER ROOM 57.9
M REAR SHOULDER ROOM 56.8



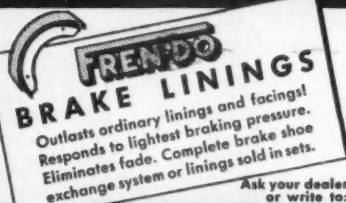
MT ROAD TEST



'56 FORD V8
Fairlane 4-door sedan
with Fordomatic



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Mufflers, pipes Three Tubes
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Rush giant 1956 catalog of auto parts and accessories at sale prices. I enclose 25c to cover part of mailing and handling cost, which will be credited to me on my first \$5.00-or-more order.

Name _____
Address _____
City _____ State _____

photo). Tendency to discolor noted after only few hundred miles.

Trunk lid, which opens by simply turning key in lock, has a built-in surprise; it opens with a vengeance akin to a jack-in-the-box! Unless you are aware of this, you can lose a tooth or 2. We tried 3 other decklids—all the same.

How did it hold up? In order to adequately test the performance of any car, it is necessary to push it far beyond normal driving limits. The '56 Ford was no exception; nothing came unbuttoned, and, except for a few rattles in door and hood, the car withstood the test without a murmur of protest.

Servicing: Servicing will certainly be no easier this year. Power equipment makes even a slight adjustment a major undertaking. Like the '55 model, the hood won't open wide enough to get out of the way. An additional 6 inches of opening would

alleviate some of the feeling of being crowded (see photo on page 52).

Summing up: Ford does not intend to stand by and let competition take over. This car is double-barreled presentation in that not only should it be a very saleable package, but Ford, more than any other manufacturer, has sparkplugged a safety program which is gaining national momentum. Their recessed steering wheel, safety belts, padded dash, and sun visors should go a long way toward reducing accident injury and fatalities in the speed range where most fatal accidents occur—under 45 mph. MT's test crew felt safer when using this equipment, and it was surprising how soon we got in the habit of fastening our safety belts every time we got in the car. We like 'em.

—John Booth

PRICES of various Ford models and accessories are listed on page 53, along with performance and specification data. This information will appear on such a single page in succeeding '56 road tests.



FEW WILL DENY the utility of the increasingly popular station wagon. Few will deny, also, that the price premium is a lot fatter than they would like it to be. Then there are those who need hauling space only rarely,

STATION SEDAN



and who prefer the cushioned comfort of a conventional sedan for their daily transportation. Peter Lim (1269 So. Windsor Blvd., Los Angeles) did something about the predicament of such people. Here it is, and it serves admirably as a truck or shortish camp bed. The Lim Pontiac remains outwardly its sleek self. If you're interested, Mr. Lim wants to sell his excellent (patented) invention.

JOE MOORE

Here's proof that a simple \$2.45 device can double the life of your engine!



IF you're smart enough to be reading this automotive magazine you don't need any bright little lessons from us on what acids and steel splinters do to your car engine. They murder it, period. But could it be you think you've got them licked?

Don't you believe it. If you're depending on clean new motor oil with anti-acid properties—don't forget that even the best additives poop themselves out in two or three hundred miles. Then Old Mr. Sulphuric goes back to work.

And that new filter? Are you depending on *that* to catch those knife-edged shreds of steel that lie waiting on the floor of your crankcase? Don't do it . . . don't do it.

Don't take our word, either. After all, we're selling and you're buying—and it's your money.

Just look at the facts:

Fact 1: Neutra-plug is an oil purifier that you just screw in as a replacement for the crankcase drain plug the next time you change your oil.

Fact 2: Neutra-plug's active magnesium element neutralizes all dangerous engine acids, halting corrosion.

Fact 3: Neutra-plug's powerful Alnico magnet snaps up steel grit particles and holds them in a death grip.

Fact 4: De Luxe Neutra-plug is the *only* neutralizer on the market with a *double-size* active element for double efficiency.

Fact 5: De Luxe Neutra-plug's 200 pound test cable gives a magnetic pickup area 22 times that of *any other* purifier.

DE LUXE NEUTRA-PLUG

- 1 200 lbs. test cable gives 22 times greater magnetic pickup area.
- 2 Powerful Alnico Magnet traps more steel grit particles.
- 3 The only neutralizer with a giant, double-size element.



only \$2.45

Fact 6: Neutra-plug immediately starts to work to knock out carbon and sludge, get rings, valves and plugs back in top shape and starts your engine on a couple of extra lives.

PROOF: You could come and see our letters and affidavits, but you'd still wonder if Neutra-plug would really work on *your* car.

Why wonder, when you can test it yourself—if it doesn't do what we say, we're the boys who get hurt.

LET US STICK OUR NECK OUT!

The proof is easy. Install either a Standard or De Luxe Neutra-plug in your car. Any time within the next two months, pull the spark plugs and give them a look. Cleaned up? Check the Neutra-plug. See the nice beard of steel shavings—nice to have them on the magnet instead of your cylinder walls. Rate your gas mileage and pickup.

You're the judge. If you don't agree with us that Neutra-plug will double the remaining life of your engine, drop Neutra-plug in an envelope and send it back. We'll send you full refund, plus postage, plus a written apology suitable for framing.

Believe us, we hardly get any back, which is another reason why you're pretty certain to be doing the right thing if you . . .

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Get on the bandwagon now! Join one of the fastest growing dealer-jobber networks.

Help us fill the huge demand for this new fast-selling automotive product. Write for full details today!

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☐ Send \$1.95 Standard NEUTRA-PLUG

☐ Full price enclosed, ship postpaid

☐ Ship C.O.D., I will pay postage

CAR MAKE _____ MODEL _____ YEAR _____

Name _____

Address _____ Zone _____

City _____ State _____

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Special Introductory Offer!

Standard NEUTRA-PLUG

Regular full-size active element with Alnico magnet attached rigidly to drain plug. Equal to or better than any neutralizer on the market, selling for as much as \$2.95 (except our own De Luxe model).

only **\$1.95**



'56 Rambler Road Test

any gain, actually made for poorer times.

Braking: Excellent is the word for the Rambler's brakes. MT's exacting new 12-stop fade test scarcely bothered them at all. After the 6th stop just a little more pedal pressure was required. On the 8th stop there was slight uneven pull but on the 9th and 10th stops, where very slight fade set in, pull disappeared. On the 11th and 12th stops the brakes made a fine recovery with only the barest fade, slightly harder pedal pressure, and no swerve whatsoever. Pedal travel and response were excellent thruout the test and there was never any difficulty in maintaining a 15-feet-per-second² deceleration rate from 60 mph (in neutral). There was virtually no worry about the brakes returning to normal since they never veered far enough from norm to cause any worry.

In a panic stop (all-out deceleration just short of wheel lock) the Rambler came to a smooth, straight halt in just over 150 feet—this matching last year's figure despite slight added weight in '56.

Roadability: Being "pushed" on straights by a much larger car on the way to a test site, Rambler felt quite secure compared to the way said big car mushed thru the turns in which we gained a half-dozen car lengths, much to our satisfaction.

A slight tendency to nose into turns quickly and lose traction over rough spots was offset by the car's ability to recover just as quickly from any trouble that developed; unfortunately, power to the wheels doesn't lend much of a hand in drift recovery. Responsive, accurate steering, lack of overall bulk imparted feeling of good driver control.

Rambler's wider treads, change in steering geometry (23 to 1 overall steering ratio in '55, 22 to 1 ratio for '56), and altered suspension account for new feel. (Where older Ramblers were prone to drift over the white line on normal highway curves taken at over 60, new car is much easier to keep in your own lane.) Pitching in tight turns or sharp dips is nearly nil; credit an equal spring rate for front and rear suspension (front suspension is same layout as before, but has revised elements).

Altho Rambler power is such that wheel spin and rear-end squat on takeoffs aren't bothersome, torque-tube drive (see photo) keeps available power within its limits. Aside from allowing use of 4 coil springs (the major target in the change-over), torque-tube drive also eliminates squeaking leaf springs, keeps all drive-train linkage protected from the elements, lessens maintenance.

Ride: Judging from its acceptable roadability, one would be likely to label the

Rambler's ride overly firm; it isn't. Rambler ride can hold its own with other cars in the low-priced group. It took all kinds of road surfaces, not in cushiony fashion but with a minimum of vibration or discomfort. At high speed a bad dip resulted in only a slight lunge on the Rambler's part; the front-seat passenger didn't bump his head despite the very low roof, and there was not an uncomfortable amount of rebound.

On sharp curves the Rambler leans some but not enough to make it necessary for the passengers to hang on. Only on a very severe curving washboard road did the car lose its composure enough to cause uncomfortable body vibrations. But all in all, the riding qualities deserve plaudits.

WHAT THE CAR IS LIKE TO LIVE WITH

Riding in the front seat: Like the owners of all American Motors products, Rambler devotees will tell you that they like the front reclining seats—we do, too. These reclining seats, coupled with the '56 car's improved headroom and shoulder room, make for new-found comfort for the front-seat passengers.

In addition, passengers enjoy a stable ride with almost no tendency to slide around. There's no disturbing lurch on fast takeoffs or shifts—new torque-tube drive is a strong contributor here. The test car had no heater but anyone familiar with American Motors' heating systems will gladly let them rest on their laurels. We paid special attention to the center window seals, found no drafts or leaks.

Riding in the rear seat: There's just adequate headroom. Passengers will find that visibility out the side window is aided by the reverse slant of the rear cornerposts, but still not greenhouse quality. Legroom in the rear seat is just roomy enough, and front seat doesn't move back far enough to cramp toe room. The seats are of average softness and rear-seat passengers aren't likely to feel too many bumps, altho they'll hear them.

ECONOMY AND EASE OF MAINTENANCE

Fuel economy: Rambler has paid for even its modest increase in horsepower and performance with decreased fuel economy, but even at that, prudent drivers will get well over 20 miles per gallon on the highway, and above-average mileage in town—nothing to be unhappy about. Rambler, regardless of transmission or axle choice, rates as a top family-size economy car.

Is the car put together well? Rambler's new assembly line (with only Ramblers being produced on it, rather than a variety of cars) is undoubtedly partly responsible for the good workmanship on new models.

Good fits on body panels and trim (inside and out), much better than average finish, and general attention to details was particularly remarkable in view of early construction of this all-new model. Test car and cars we looked over at press preview (in Wisconsin) indicate construction and finish equal to past, well-built Ramblers.

How did it hold up? As mentioned, engineering car tested by MT already had some rough proving ground mileage on it, but apparently with no adverse effect. No rattles or malfunctions were apparent when we picked up the car—there were none during our test. Shift lever swivelled in its mounting after our hard use, shouldn't be expected to do this under typical owner's care.

Servicing: New Rambler should go down in latter-day automotive history as one of the easiest cars to work on. If you're a do-it-yourself fan or garage mechanic, you'll appreciate elbow room galore under Rambler's hood. Smallish in-line 6 rests in space big enough for any kind of external repair without complication. All normal service components are readily available, valve adjustment is a cinch compared to old L-head design, distributor, plugs, intake and exhaust manifold are easy to get at. Air-conditioned cars, of course, will require a little more time in the shop because of the plumbing and imposing array of fixtures that can get in the mechanic's way.

Summary: Rambler needs little more than its new-type styling appeal to increase its sales. It has all the attributes of a desirable, low-cost car: economy, enough room for family use, a variety of comfort-convenience options, and models ranging from pure utility to luxury.

Safety-wise, Ramblers have as their basic pitch (aside from safety doorlocks, optional seatbelts) unit construction. According to Meade F. Moore, A-M's vice president of engineering, this constitutes built-in, not "hung on" safety. "The engineering of safety into passenger cars is primarily a process of fundamental design, beginning with basic body structure..." says Moore. Construction, then, is A-M's prime offering in this all-important year of safety campaigns, and they've had this since '38!

The other prime effort is to sell the Rambler (as we interpreted it in '54) as a car "in a class by itself." It looks more grown-up this year (tho we're personally sorry to see the 100-inch wheelbase 2-door fall by the wayside), and regardless of model or options, it's unique in that it's our smallest-wheelbase 4-door sedan. Its features are just different enough from other cars in its price class to draw more and more people into Nash and Hudson showrooms.

—Al Kidd and Jim Lodge

PRICES of Rambler models & accessories, not available as we went to press, will appear soon in MT.

Lube while you ride

by Jim Lodge

CAN YOU TELL THE DIFFERENCE in riding quality, quietness and steering ease after your car has been freshly lubricated? Then how would you like to have the car feel that way *all* the time? That's one of the advantages of the Multi-Luber (see April '55 MT), an automatic chassis lubricator.

Once available only as optional equipment on Lincolns and Mercurys, Multi-Luber is now offered by the manufacturer, Lincoln Engineering Co., St. Louis 20, Mo., for '54 and later Fords and '55 and later Chevros with ball-joint suspension.

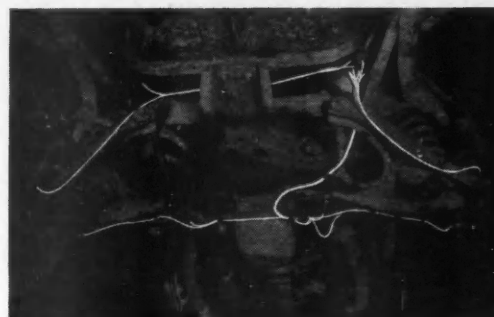
To recognize the unit's benefit, you have to appreciate your car's need for bearing lubrication. Even under ideal weather conditions, the effect of a lube job can wear off as early as 250 miles, and under extreme conditions, a lube job can lose some of its effectiveness after 25 or 50 miles, according to a report given to the Society of Automotive Engineers (SAE) by a spokesman for a major oil company.

With a Multi-Luber, you can have a full front-end grease job as often as you like (once a day, or every 50 miles is recommended) by pushing a button on the dashboard of your car. You may even want to touch the button every time you splash through a deep puddle or bounce down a dirt road.

What happens when you push the button? A vacuum-actuated piston moves down through a measuring chamber, supplying a specific amount of lubricant to individual ports within the cylinder, the nylon feed lines, and finally to the car's grease fittings. The number of open ports in the piston depends on the grease fittings served by the Multi-Luber. (A single pump unit can handle 12 at maximum; the '55 Chevrolet installation shown here required 9.) If a hose or grease fitting is damaged, you lose only the charge going thru that line. The plunger then seals it off.

As the plunger completes its single-stroke cycle, it meets a contact switch which lights an indicator next to the pushbutton. The whole operation requires just 3 to 5 seconds (18 to 20 in zero weather), and your car is greased.

And installation is as simple as the description of the lubricating cycle. Step-by-step, illustrated instructions tailored to your car cut installation time down to about 2 hours (even less for servicemen experienced in Multi-Luber installation).



A



B

Altho the Multi-Luber can be a do-it-yourself project, you can pay a flat-rate fee and make it a "while-you-wait" project.

In kit form, the Multi-Luber includes vinyl-covered feed lines pre-fitted with couplers which fit over your present grease fittings. (A coupler is on permanently once its C-ring snaps over the fitting head; an inner rubber packing seals the joint against leakage and the elements.)

Here are the steps taken by a Lincoln Engineering serviceman who installed the unit as we looked on:

The Multi-Luber pump unit is 1st bolted to the car's frame rail. The feed-line harness is routed according to directions, and fastened with harness clamps and straps supplied. Following numbers on the diagrammed direction sheet, the feed-lines are pushed onto the correct grease fittings with pliers. (Lines are pre-cut to proper length, numbered to correspond to the grease fittings.)

With the lines connected (A), the dash panel unit is installed with self-tapping screws, and the vacuum hose, indicator light and wires are connected. (Vacuum is taken from the windshield wiper hose, or from the intake manifold.)

Next, the lubricant can is screwed onto a bracket attached to the radiator crossbrace (B) or inner-fender sheet metal (depending on the car), the can is attached to the pump unit via a clear plastic hose, then punctured with its own dipstick, and you're ready for your first automatic lube job (C).

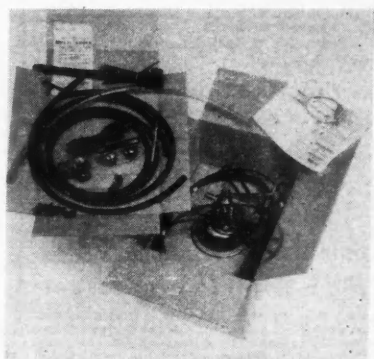
In case you're wondering how the automatic chassis luber will affect grease-job sales, remember that a lube-rack's major function is to let the serviceman sell service, replacement parts, accessories and safety. He'll still be doing this when he changes your crankcase oil and greases other chassis points. (How much will he charge you for miscellaneous lubrication that the Multi-Luber misses? Estimates run from \$1 to \$1.25—still lower than most hand-lube jobs.)

Now that the Multi-Luber is adaptable to more cars and within the reach of more people than ever before, its initial cost, of course, is down. (The number of grease fittings on most cars makes the unit prohibitive, cost-wise, for more than a dozen grease fittings call for a 2-pump unit to complete service on the front-end.)

Can an automatic chassis luber pay for itself? That can be analyzed by any prospective buyer. One can of Multi-Luber



C



D

lubricant will last for about 250 or more "shots" in average use. Even if you use it more than once a day, that's a lot of lube jobs out of a can that costs about \$1, depending on prices in your locale and taxes. Now count up the cost of old-fashioned lube jobs—at the rate you *should* have them.

Need further argument? Look at the records of a St. Louis freight line with trailers equipped with Multi-Lubers. This outfit saves over \$100 a year per trailer in reduced maintenance costs; and they can add to this the time saved by not having to pay for off-the-road time used by maintenance layoffs and lube jobs.

A Midwest oil company equipped its tractors and trailers with Multi-Lubers and estimated \$1500 per year savings in lube job cost alone.

There's always this element: If it does your heart good to push a button and show your friends how the light goes on when your car is greased, it'll benefit your car an equal amount with every demonstration.

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Management of the World Famous Motor Revue, has made available for general public sale, a limited number of souvenir programs. Beautifully illustrated to graphically display scores of cars in the show, this program will make a wonderful addition to your pictorial collection of cars.

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Both models illuminated for night driving.

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Address _____
City _____ State _____

GALE HALL ENGINEERING, INC.
Dept. MT-1-6 NORTH HAMPTON, N. H.

continued from page 11

Spotlight on Detroit

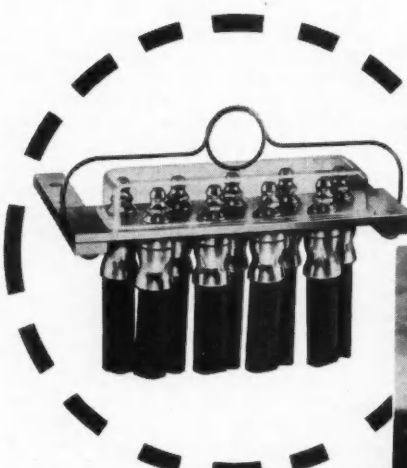
to rate Willys as 2nd best of all cars tested in 1952.

WHAT HAPPENED? The problem in marketing the Aero was lack of the right kind of dealer organization. With few exceptions, Willys dealers were truck and implement specialists; yet sales manager Lyman Slack brought in new city dealers and sales started to roll.

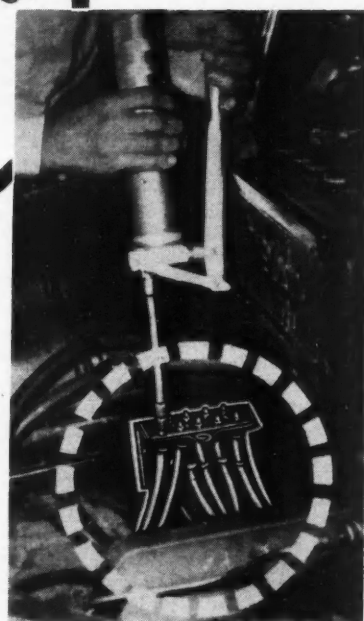
THEN CAME THE PURCHASE of Willys, lock and barrel, by Kaiser. Some say the Aero, not the Jeep, as widely publicized, was the real bait in this transaction, and point to the fact that the Henry J had not lived up to sales expectations. In any case, many Kaiser dealers were talking about handling the Aero 6 months before the sale was consummated, so there seems to be some

basis to such gossip. Due partially to the then current and unfavorable publicity involving Kaiser and the RFC, Kaiser dealers were having trouble with credit lines (an industry term meaning the essential dealer practice of financing or "floor-planning" a car in stock). Willys dealers inherited this problem.

NO MATTER HOW GOOD, a mass-produced car cannot be sold in profitable quantities without a strong dealer organization keyed to that one goal. Trucks (and Jeeps) are secondary business to a passenger car dealer. Edgar Kaiser of necessity chose the secondary business, and is doing very well at it. (Total Willys production of 4-wheel-drive Jeeps, Jeep trucks, station wagons and other utility vehicles now stands at 950,000 units, 550,000 of them built since 1945.) Business, like poker, is a combination of luck and skill. Even the best player can have bad luck...



underhood GREASE RACK



SHEER NEGLECT is one reason why so many cars are not adequately greased. The seemingly trivial inconvenience of putting a car on a grease rack and waiting a few minutes for the job to be completed seems to be the difference between a quiet-running chassis and one that becomes a "dog" in a couple of years.

The central greasing system, made by Forster Brothers (90 E. Lanark Ave., Lanark, Ill.), makes it hard for even the most lackadaisical owner to neglect proper greasing of his car.

Nearly all chassis grease fittings are exposed to grit, sand, water, etc. Small as these openings are, certain amounts of grit and dirt find their way into the grease fittings and are then forced onto bearing surfaces by well-intended shots of grease when the chassis is lubed. The central greasing system practically eliminates contamination problems with a plastic-covered header-block located under the hood on the firewall

and a series of special high-pressure flexible hoses extended to each point of lubrication.

The central location enables any owner to give his car a grease job at his convenience right in his own backyard with an ordinary hand-operated grease gun.

The Forster Central Greasing System is sold thru Chevrolet and Ford dealers only.

Goliath- or David?



GUNTHER WOLTER

We'd like to change this German car's name. No giant, the Goliath packs a mighty wallop: its 2-cylinder, 2-cycle engine comes with real Bosch fuel injection. Sorry, it's not for import now

BIG FAMILY? check this one

THE CHECKER CAB

Manufacturing Corp., specialists in metered transportation for 30 years, has come up with its 1st all-new taxi in many a moon. Even more interesting, they plan later this year to make a passenger car version



(available thru the Kalamazoo, Mich., factory only) to any citizen who desires a super-rugged 7-passenger sedan that is one inch longer than a current Ford.

Power comes from a Continental-made, 226-cubic-inch 6, essentially the same as used by Kaiser except for taxicab modifications. A new day is dawning for cabbies who get one of the deluxe models (called Driv-Er-Matic Specials). Standard equipment on them includes a Borg-



Warner automatic transmission (similar to Studebaker's), power brakes, power steering, a 4-way electric driver's seat, and even an electrically operated rear window. These sell for \$2206 (less taxes) at factory, while the standard model goes for \$1805, a cut of over \$600. Nor is that the whole story: operating costs are about 1½ cents a mile. Interiors are super rugged, with heavy-duty seat springs, thick and waterproof plastic upholstery. All 4 fenders are removable in minutes. Curved structural members form the body's interior. The battery is in the trunk and the engine can be serviced from in front. The partition makes possible a dream of ours: to ride serenely in front, shut off from the kids.



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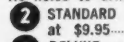


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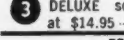
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Install this famous instrument on your dash — know how many miles-per-gallon you're getting as you drive — know the condition of your engine — avoid breakdowns — save gallons of gas in every tankful! No holes to drill — fits all cars!



2 STANDARD sold everywhere at \$9.95 only **\$4.98**



3 DELUXE sold everywhere at \$14.95 only **\$7.95**

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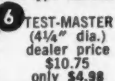
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4 JET-MATIC (3¼" dia.) dealer price \$7.50 only \$2.98



5 JET-MATIC HEAVY-DUTY (3¾" dia.) dealer price \$9.50 only \$3.98



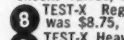
6 TEST-MASTER (4¼" dia.) dealer price \$10.75 only \$4.98



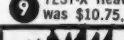
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☐ Send on "free trial" basis. No money enclosed. (add postage and handling.)

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IN ITS FIRST SERIOUS RACING CHALLENGE at Darlington's Southern 500, Ford barely fell short of the country's biggest stock-car racing prize when Joe Weatherly's Ford crashed with victory in sight. Since that time Ford's racing record has been spotty, but the big 300-mile race at Arkansas' Memphis-Ark Speedway was selected as the next all-out Ford effort. In addition to top Darlington performers Weatherly and Curtis Turner, Ford had old AAA hands Johnny Mantz and Chuck Stevenson lined up for the Memphis race. And, apparently not trusting the dice, E. C. Kiekhaefer faded himself by entering a new Ford (with Speedy Thompson as the driver) along with his usual Chrysler 300s. Against Weatherly, Turner, Mantz, and Stevenson, Thompson seemed like an outside choice at best, but long before the name drivers were forced out of the race with mechanical troubles, outsider Thompson was looking like an insider. As the afternoon wore on it became more and more of a one-man show as Thompson drove the competition off the 1½-mile Memphis banks to win going away. And the Ford smile broadened from a smirk to an outright grin when Marvin Panch barreled across the finish line to place 2nd in another Ford. Jim Massey's Chevy was 3rd, then came Tim and Bob Flock in the Kiekhaefer 300s, and Buck Baker in still another Ford. With

this big one under his belt, winner Thompson, with his star still in its proper ascendancy, jumped into a Chrysler 300 and ran off with a 100-mile race at Martinsville, Va. But after all of the shouting had died down Tim Flock quietly won the Grand National Championship as expected when he took his 18th 1st place of the year at Hillsboro, N.C. Flock's win gives the Kiekhaefer stable hard-earned stock-car championships in both AAA (clinched earlier by Frank Mundy) and NASCAR circuits . . . As the popularity of Volkswagens grows in the United States so does the membership in the relatively new VW Auto Club of U.S. With a steady flow of new members beating a path to its door (Box 13, Fordham Station, New York 58) the 180-member national group is ready to accept local chapters, expects a membership of 250 by the time you read this item . . . In an attempt to comply with new government-imposed safety regulations, France's Automobile Club de L'Ouest has asked for a loan of some \$700,000 for improvements at the Le Mans circuit. Among the proposed changes: a high (about 4 feet) concrete wall to protect spectators, a new pit area off the main circuit, new grandstands farther from the track, widening the road where this year's costly accident occurred . . . A new NASCAR ruling makes it impossible for a factory to announce last-

by **Al Kidd**
Sports Editor

Racing fans will miss a star . . . Background to Ford racing hopes in '56 . . . NASCAR moves against phony stockers

minute options before a big race. The rule says that new extra-horsepower equipment may not be used in late-model races until its specifications have been on file at NASCAR headquarters for 45 days . . . On identically marked courses and with telegraph keys flashing times and positions back and forth, the Okinawa Sports Car Club took on the Tokyo Sports Car Club in the Far East's (or possibly the world's) 1st telegraphed sports-car meet. Next proposed step: a 4-way remote match to include the similar clubs in Honolulu and Hong Kong. All of the clubs involved are made up of U.S. military personnel and civilians . . . The last year that anything but an Offenhauser-powered car won the Indianapolis 500 was 1946, in the 1st



The 4 Mercedes-Benz cars take the lead immediately after the start on the steep curve of the new Monza circuit. No. 18, in front, is Fangio; No. 16, in 2nd and in the news as always, is Englishman Stirling Moss

LONG BEFORE the AAA announced that this would be its last season of automobile racing, the '55 circuit looked like the costliest that anyone could remember. By the time the final 100-mile championship race of the year (Nov. 6) at Phoenix, Ariz., rolled around, 5 drivers had died. All were name AAA stars—Larry Crockett, Mike Nazaruk, Manuel Ayulo, Bill Vukovich, Jerry Hoyt. Undoubtedly the AAA hoped to bow out at Phoenix on a peaceful note, but the fates just wouldn't have it that way. After 84 laps of the Bobby Ball memorial race, one

of the country's fastest and best-liked drivers—**Jack McGrath**—went into an uncontrollable spin, his car flipped, and he was killed. Victories in both of his favorite stamping grounds, the Indianapolis 500-mile race (where he was a perennial favorite), and the AAA National Championship Circuit, somehow eluded young (35) McGrath. He will be best remembered for his tremendous qualifying dashes at Indianapolis, climaxed this year by a new lap record of 143.793. The ironic ending—he had decided to quit dirt-track racing after this "last" race.



At the Memphis-Ark Speedway—Speedy Thompson's '56 Ford (No. 297) pulls away from Bob Flock's Chrysler 300



The late Jack McGrath

race after the war. The car, driven by the late George Robson, used a 6-cylinder Sparks engine. The owner was recent plane crash victim **Joel Thorne** . . . With the Grand Prix championship already tucked away, Mercedes-Benz went all out in its last chance to beat out Ferrari for the **world's sports-car racing championship**. The last chance was Sicily's historically tortuous Targa Florio. Mercedes' new all British team of Stirling Moss and Peter Collins did the trick by winning the event on a 300-SLR at a record-breaking 60-mph average. Fangio and Kling were 2nd and Castellotti and Manzon (on Ferrari) 3rd. The final world's championship points: Mercedes 24, Ferrari 23, Jaguar 16 . . . **Safety** was much in evidence at the Darlington 500 this year in the person of Cornell's Alvin Smith, who made a careful check of safety items on the competing cars. Before the race his biggest complaint was inadequately braced roll-over bars. Most other troubles were with seatbelts—in some cases the fastenings were rusty or insecure, in others oily or worn webbing reduced their strength below the safe point. With these shortcomings corrected a post-race inspection of all cars involved in accidents showed that all safety equipment had remained intact. The overall result: no fatalities despite several serious accidents . . . When **Tommy Hinnershitz** finished 2nd to Duane Carter in Williams Grove's Horn-Schindler Memorial Race he earned enough points

to make him history's last AAA Eastern Sprint Car Champion. The '55 title coupled with the ones he won in '49-'52 also makes Reading's legendary Flying Dutchman the only 5-time winner of the coveted crown . . . With the **powerboating** season at an end, point totals show that the Detroit-owned Gold Cup winner Gale V is '55 APBA unlimited class champion. A strong finish by Guy Lombardo's Tempo VII gave the bandleader's boat number 2 spot. Meanwhile Seattle, smarting from its 1st Gold Cup loss in 5 years, is trying to assure the city a major regatta in '56 by offering a \$25,000 purse for its August Seafair race . . . At Hagerstown, Md., Sherwood Johnson and Phil Hill squared off again in the **Fairchild National Sports-Car Races**. Biggest prize was the 100-mile President's Cup Race and this time it was all Johnson as he drove Briggs Cunningham's D Jaguar to a convincing victory averaging 87.9 mph. Hill with the Monza Ferrari was 2nd and last year's winner Bill Spear on a 3-liter Maserati settled for 3rd . . . By winning 11 straight feature races toward the end of the season **Bobby Grim** earned enough points to win his 1st IMCA speedway car championship, beating out Marvin Pifer and Jim McWhitney . . . The Contest Committee of the **United States Auto Club** succeeds the Contest Board of the American Automobile Association as the governing body of automobile racing in this country on Dec. 31, 1955.

what's
coming up?

december

5-11, BAC Speed Week, Nassau, Bahamas

january

7-15, Auto Show, International Amphitheatre, Chicago

13-Feb 5, Auto Show, Henry Ford Museum, Dearborn, Mich.

20-21, SCCA Annual Meeting, Detroit

february

12-26, NASCAR Speedweek, Daytona Beach, Fla.

22-26, Autarama, Connecticut State Armory, Hartford

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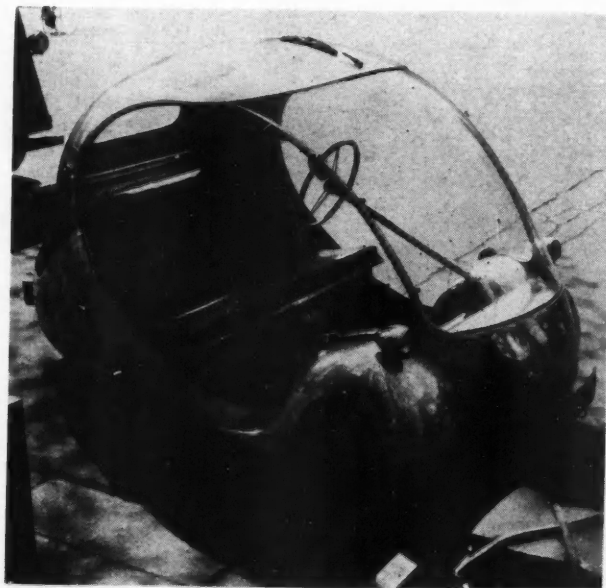
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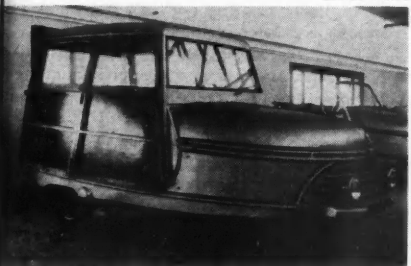
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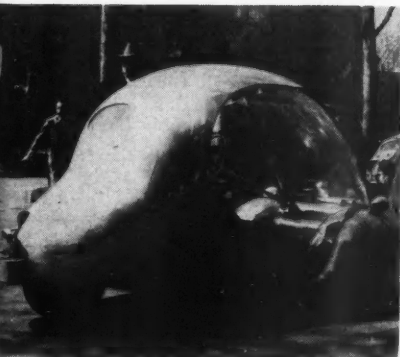


Bill Southworth, MT photographer-at-large, found this "cleanest 3-wheeler we saw in Europe" outside his hotel one rainy day in Brusch, Ger. Owner was nowhere around

ERNST WIESE



A car described as "for the middle class," selling on the black market for double its actual price, Spanish-built David 3-wheeler has a 2-stroke, 350 cc, 10-hp engine above its single front wheel, room for 2 people



Again, pictures must tell the story of this 3-wheeler Southworth saw in Paris. After a 2-hour wait for owner, Bill had to leave. He reported it looked homemade and gave it the French name of L'Oeuf (The Egg)

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QUALITY — TESTED AND ACCEPTED

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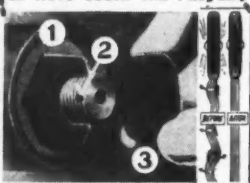
"I got 6,000 extra miles from my tires ...for only \$2.95!"



Tired of tires wearing out too fast, even with your wheels in balance and front-end perfectly aligned? The trouble lies with ordinary front wheel spindle nuts. Tighten one down properly and the odds are ten to one that the cotter pin holes don't line up. Line up they must... so you either turn the nut too tight (and ruin your bearings), or back it off so it's actually too loose. Result: Wheel "play" that's magnified 43 times from bearing to tire tread... causing "snake-tracking," high speed wobble, excessive tire wear, mileage reducing drag, and "zig-zag," hard-to-control steering.

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- 1 Install micrometric nut to precise bearing tightness.
- 2 Line up slot in serrated locking cap with hole in spindle.
- 3 Slip locking cap over nut and secure with cotter key.



Unlike ordinary stock spindle nuts which have only 6 possible settings per turn, Micro-Lok Nuts provide 62 settings—actually over 1000 adjustments. *Never* do you have to over-tighten or back-off... No compromises needed.

Absolute accuracy is assured! Tighten bearing nut; slip on the locking cap; insert cotter key... The holes *always* line up! "Snake-tracking" is *eliminated*... you get more tire *mileage*... you reduce wasteful friction and road drag... you get safe, straight-line steering again... smoother brake action... longer bearing and brake-lining life!

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TECHNICAL SERVICE

By the
MT RESEARCH STAFF

Dual Exhausts

AT VARIOUS TIMES there have been considerable discussions about dual exhaust systems on cars and more particularly on those with V8 engines. Some 1955 models and many more 1956 cars are now offering dual exhausts as optional equipment, while lots of models feature them as standard.

Arguments in the past against dual systems ran all the way from the idea that they weren't necessary to declarations by some people that "Detroit engineers designed the cars with 'built-in' back pressure and they must be left that way or the car owner will be courting disaster." Actually, Detroit's reason in the past has been simple: duals cost more. It has been left up to the owner to provide his own exhaust system if he wants one better than the factory provides.

Some of the pioneers of dual systems (such as Sandy Belond, who is known for the Belond Equa-Flow systems) were endowed with enough foresight to realize that people would buy dual systems because of the obvious improvement they make in the performance of their car. The business of manufacturing and installing these systems has grown to a multi-million-dollar business.

Why dual headers and tailpipes are of great benefit and why all but a few of Detroit's '56 products have them can be easily explained. Multi-cylinder engines have overlapping exhaust periods just as they have overlapping power periods. This causes 2 or more exhaust valves to be open at once. If these open exhaust valves are in cylinders adjacent to each other and use the same exhaust manifold the exhaust gases will "blow over" from the one just beginning the exhaust stroke to the one just ending its exhaust stroke. This of course interferes with the exit of burned gases from the latter, and contaminates the incoming mixture. Another bad feature about this blow-over is that it overheats the exhaust valves, especially during full-throttle operation when pressures and temperatures are highest. This condition can be corrected in part by arranging 6-cylinder engines so that no 2 cylinders fire in succession (all current Detroit-made engines are so arranged). In 8-cylinder engines the overlapping exhaust periods collectively last even longer than in 6-cylinder engines. In V8s the firing order is also arranged so that pairs of cylinders won't fire in succession and most of the blow-over can be gotten rid of by using a separate manifold, muffler and tailpipe for each bank of cylinders. Of course, if in the interest of manufacturing economy the factory installs cross-over pipes, all the aforementioned designed-in advantages vanish and the engine suffers loss of power, especially at higher speeds. Some V8s have better exhaust systems than others; even some models from

the same manufacturer are better than others. Dual system makers advertise as much as 14 to 18 per cent more power, but naturally the exact amount depends on how good the original system was to start with.

The 6-cylinder engine does not call for the installation of dual headers as does the V8. Installing a straight-thru muffler does help, as it does with the V8, but custom-built exhaust manifolding usually does not yield power increases commensurate with its cost.

That Detroit has gone to dual exhaust systems is not too surprising if the present horsepower race is kept in mind. Competition dictates more efficient powerplants on one hand and manufacturing economy dictates the development and refinement of those engines on the other to avoid the high cost of redesigning and retooling.

The advent of factory-furnished dual exhaust systems may or may not spell doom for the independent makers of custom exhaust systems; our guess is that they will continue to prosper. The factory mufflers are quieter at higher speeds than most of the custom-built mufflers but they also produce more back pressure. Noise caused by improper driving with custom straight-thru mufflers has been the source of many citations for individuals whose cars are so equipped. People who use discretion regarding the use of their custom duals seldom come to grips with the law because while the tone of the exhaust may be different it is not necessarily unpleasant, nor louder for that matter. If one can resist the urge to rap the pipes, the law will generally look the other way.

Q. Will a crankcase-flushing job clog the valve lifters of my '50 Olds 88? J. St. Clair, Madison, Wis.

A. It might. If you suspect your engine is exceptionally slugged, remove the intake manifold; then take off the valve cover and all else necessary to remove the hydraulic lifters. Also drop the oil pan. Then you can do a good clean-up job without risking clogged oil lines and serious engine damage.

Q. What is the advantage of aluminum cylinder heads over cast iron? Neal Roberts, U.S.M.C.

A. Aluminum dissipates heat much more quickly than iron, resulting in lower combustion chamber temperatures and better performance.

Q. You can settle an argument if you can tell us the alloy that 1951 Cadillac piston pins and connecting rods are made of. H. Joyce, St. Louis, Mo.

A. Connecting rods are 1041 steel and piston pins are 1045 steel.

Q. I plan to build up a Ford V8-60 engine for an inboard racing boat. The block I have has been bored .040-inch oversize. What clearance should the pistons have? T. Allaire, Trenton, N.J.

A. Pistons should measure .006-inch to .007-

PLEASE NOTE: We've been swamped!

Over the years, MT Technical Service has built up such a popularity that our staff has never been able to get out from under. We like to answer each of your letters personally, but the mail has been so voluminous that it is no longer possible. If we spend all of our time answering these letters, then our technical staff cannot provide you with the accurate magazine we like to.

We are therefore forced to initiate a program of answering as many of them as possible in these columns only. By maintaining a rounded variety, we hope that even tho you may not find your own question published you may find one exactly like it, deriving your answer from that.

To those of you who have already sent in questions with self-addressed, stamped envelopes, please be patient; you will receive a personal reply as soon as possible. —Editor

inch less than the bore diameter.

Q. My '50 Mercury has developed a noise in the rear end. It is most noticeable when the car is coasting at 45 mph and under. What's the cause? *Bob Graham, Oakley, Utah.*

A. Heavy toe contact between ring and pinion gears will cause "coast" noise. Rough, worn, or loose bearings will aggravate the condition and make the noise louder.

Q. Will a lower-than-standard rear-end gear offset the increased acceleration advantage with greater engine wear, less gas mileage, etc.? *J. F. Orr, Dallas, Tex.*

A. Probably not, at least not the lower ratio alone. Engine life, gas mileage, etc. will depend on how you drive and care for the car.

Q. Is it feasible to install an Olds 88 engine in a '53 Studebaker Commander? *O. S. Patrick, Oakland, Calif.*

A. Yes, there are several firms which specialize in this sort of work (some have ads in MT); the conversion is a good one.

Q. My '54 Pontiac has developed an excessive ping. I use premium gas; sometimes changing brands helps slightly. Do you know the cause? *H. Walter, Memphis, Tenn.*

A. Could be carbon deposits in cylinders or vacuum advance not working properly.

Q. I've been told that oil never wears out. If so, why all the fuss about frequent oil changes? *H. Burton, Fresno, Calif.*

A. The lubricating qualities of oil probably don't wear out, but it gets contaminated with dirt, water, and acids formed during the combustion process. All good oils contain acid-neutralizing additives, but when these additives are worn out the acids will then attack bearings and other metal surfaces.

Q. Will slightly wider plug gaps give more gas mileage? *A. J. Thomson, Morristown, Pa.*

A. Very rich or very lean mixtures are hard to ignite. It is possible to ignite fairly lean mixtures with wider plug gaps if the coil is "hot" enough, thereby getting greater gas mileage. (This is a very general statement and may not apply to a specific engine due to other conditions.)

Q. I have recently purchased a '56 Ford. What is the correct driving technique to use during the break-in period? *J. Giger, Riverside, Ill.*

A. Use whatever procedure the Ford Motor Co. advises for its new models.

duty service. We suggest you follow this.

Q. I have a '51 V8 Ford with 7.5 to 1 heads, 3/4 cam, dual intake manifold, and dual exhausts. About what horsepower does the engine develop? *C. Taylor, Dallas, Tex.*

A. Probably between 145 and 155.

Q. I have had to replace broken front springs in my '48 Mercury twice within 3 months. What causes them to break? *Bob Tucker, Billings, Mont.*

A. Too heavy loads or extremely rough roads can cause broken springs. Many spring failures can also be due to poor shock absorbers.

Q. If I install a lightweight flywheel in my '50 Ford V8 will the engine vibrate excessively? *W. G. Phillips, Scottsbluff, Neb.*

A. You should have the crankshaft-flywheel assembly dynamically balanced. If the engine is properly balanced you won't notice any undue vibration.

Q. Will plugging the line to prevent the front brakes from working keep a car in a straight line when stopping on ice? *J. O. Swanson, St. Paul, Minn.*

A. No. In fact, tests by various groups have indicated just the opposite.

Q. My '51 Dodge has developed into a real "boiler." I've tried about all the different products and gadgets I can find with no difference—it's still an overheater. *Joe Martin, Hartford, Conn.*

A. Overheating problems, especially with older engines that may have large amounts of rust and scale in the water jacket, can be a real headache. The Dodge you have has a water distributing tube in the valve side of the block that directs cool water to the exhaust valve seat area. This tube will become clogged or corroded and overheating will occur unless it is replaced.

Q. Is it possible to weld a cracked cylinder block successfully? *J. Cain, Otis, Colo.*

A. Yes, even where large sections are broken out, if the welder uses proper equipment and procedures. Many times it is cheaper to buy a new block tho, if a welded block will need extensive remachining.

Q. What is wrong with using ordinary fuel-type alcohol as an anti-freeze? *M. M. Blanton, Toledo, Ohio.*

A. Methanol-base anti-freezes contain rust inhibitors that methanol used as racing fuel does not have.

Q. How much must I mill from the head of my '50 Chevy to bring it up to the same compression ratio as the '55 engines? *D. French, Columbus, Ohio.*

A. The '55 Chevrolet 6 has a compression ratio of 7.5 to 1. Mill .125-inch from the '50 head and you will have about 7.7 to 1 compression ratio.

Q. I have been noticing a trace of oil in the radiator of my '54 Ford V8. I do not notice water in the crankcase. *R. B. Pemberton, Columbus, Ohio.*

A. Oil in the radiator very often indicates leaking head gaskets (maybe the head bolts are not properly tightened). If the leak is very small, the water that gets into the crankcase could be evaporating fast enough not to be noticed.

Q. Is it possible to install a Ford V8-60 in a Morris Minor? *J. Rendle, Brantford, Ont.*

A. Yes, if you have plenty of tools and know how to use them. We know of no such conversions around here and can offer you little but wishes for good luck. It's a good idea, tho.

Q. All the racing cars and some European sports cars have double overhead cams and I have read that this arrangement has an advantage over others. If so, why don't we have them on our domestic cars? *Ron Mason, Pueblo, Colo.*

A. Not all racing cars have them, but most of the good ones have double overhead cams. They are considerably more expensive to produce than the good rocker arm setups that are now the vogue.

Q. Is it cheaper to modify an engine to "full race" than to install a supercharger? Which

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would be most reliable? *Al Denton, Pierre, S.D.*

A. It mostly depends on individual preferences; both have their merit. Reliability in either case depends on the individual's driving habits and how much he punishes a car.

Q. We have noticed a lot of soot in the tailpipe of our car (more than usual). Why? *Ted Biswurm, Luna Pier, Mich.*

A. Deposits of soot mean unburned gas, which of course means too rich mixture—your car is wasting lots of gas.

Q. I have a '55 Ford V8 with the 162-hp engine. Please advise how much can be safely milled off the heads. *G. L. Koenig, Merriam, Kan.*

A. Rather than milling the standard Ford heads, they should be traded in on a set of heads bearing part number B5A 60 49-G. The letter "G" is significant, denoting the 8.5 to 1 power option head as opposed to B5A 60 49-D, which is the 7.6 to 1 head you now have. If you must mill, .040-inch is maximum for valve clearance.

Q. What is the maximum safe over-bore for a '51 Pontiac 8? *Ron Henkel, Detroit, Mich.*

A. You can go to .125-inch, but it may be difficult to obtain pistons for anything over .080-inch (.080-inch oversize pistons are the largest standard size).

Q. I plan a trip to the West Coast soon. Should I run less air in the tires across the hot desert areas to avoid building up excessive pressure? *Ed Baxter, Omaha, Neb.*

A. This question comes to us very frequently and the answer is still NO. Tires will stand considerably higher than recommended pressures (at the expense of a smooth ride) but they won't stand the heat caused by extreme flexing of the cords in an underinflated tire. Always inflate tires to at least as much as is recommended by the maker and from 6 to 10 pounds more for hot weather and continuous high speed driving.

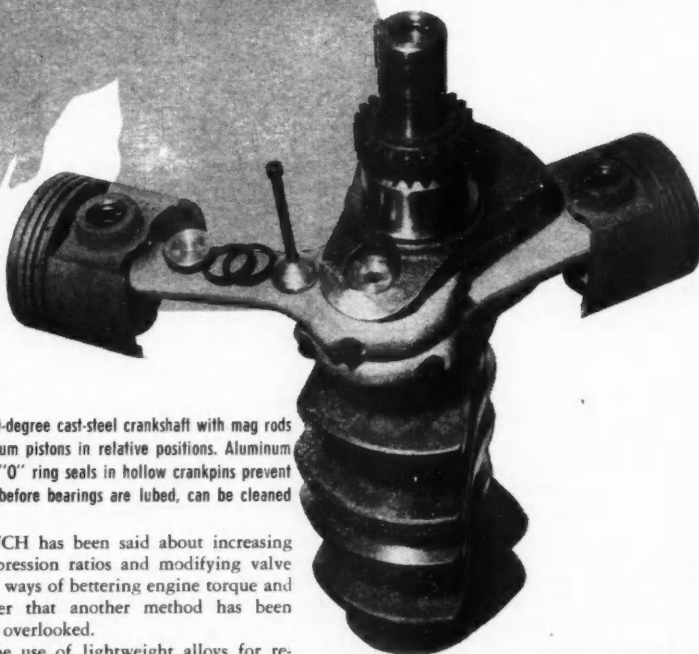
Q. I have set the valves on my '53 Chevrolet according to factory-recommended specifications and I still have considerable tappet noise; should I set the valves closer than recommended? *W. Rader, Denver, Colo.*

A. No. Worn cam bearings cause the trouble you have and it is almost impossible to get quiet-operating valves in these circumstances.

Q. Should valves be given more clearance than recommended in an engine that consistently runs hotter than normal (speaking of a '51 Ford)? *H. Morten, El Paso, Tex.*

A. No. Valve clearances are sufficient as recommended. If they are made greater the valve timing will be improper and a sick-running engine with noisy valves is the result.

More Horses, Less Strain



Norden 180-degree cast-steel crankshaft with mag rods and aluminum pistons in relative positions. Aluminum plugs with "O" ring seals in hollow crankpins prevent oil escape before bearings are lubed, can be cleaned

SO MUCH has been said about increasing compression ratios and modifying valve timing as ways of bettering engine torque and horsepower that another method has been generally overlooked.

It is the use of lightweight alloys for reciprocating parts. Besides reducing bearing loads, lighter reciprocating parts mean lower inertia loads. In turn, this means more torque and horsepower at the rear wheels.

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In several dozen runs there have been no failures due to con rods or bearings (one of the faster runs resulted in 0 to 138 mph in 10 seconds!). The 1st of these lightweight rods were made for Chrysler V8 engines, but Braden says tests have been so successful his Norden Machine Works (5853 Washington Blvd., Culver City, Calif.) will soon be making mag con rods for some other stock engines as well as for special engines.

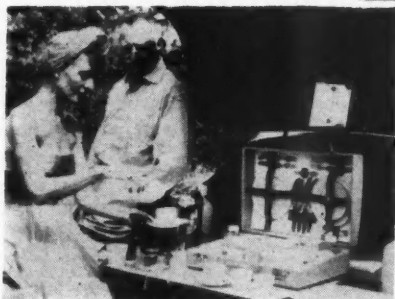


The lady on the left, who has presumably just spent \$11,791 on her new Bentley Countryman, is making up half of the built-in bed



**BIG
BUNDLE
FROM**

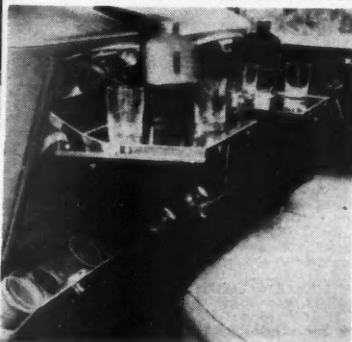
Britain



You can lean back on your shooting stick, plug in the electric kettle and settle down for a nice cup of tea. Wash basin and electric shaver help keep up appearances no matter where you stop. If your ideas run to entertaining, flag a passing couple and invite them in for cocktails. Rolls-Royce also has its own version of the Countryman for a little more. It's based on the '56 Silver Cloud

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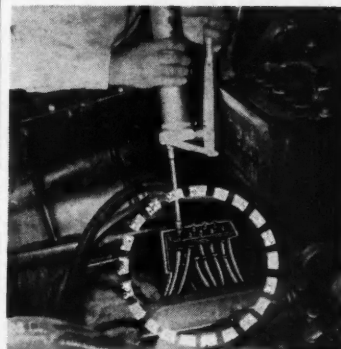
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SELL

'35 DE SOTO Airflow 6-cyl. cpe. with o.d. Running cond.; inside & outside very good. R & h. spotlight. Rear fender skirts & running boards removed. \$85. Harry Spangenberg, 904A W. Dakota St., Milwaukee 15, Wis.

CLASSIC CAR Sales Catalogs: Packard, Chrysler, Lincoln, Cadillac, Pierce-Arrow, orphan & foreign cars; minimum \$5 each. Also MoToR (N.Y.). Annual numbers: details for large, stamped, addressed envelope. A. E. Twohy, 400 N. Kenmore, Los Angeles.

'34 PACKARD Super 8 4-dr. 7-pass. sed. Model 1102. Side mounts. Needs lot of work. Can be restored or used for parts. \$125. E. P. Burke, 3388 W. 44th St., Cleveland 9, Ohio.

'37 LINCOLN Model K V-12. Good cond.; less than 50,000 mi. New top, 10 tires. Motor needs tune-up. Best offer. U. A. von der Osten, Germantown, N.Y.

'34 AUBURN phaeton. Rough cond. Sell all (\$150) or parts. Will buy rear fenders to fit '32 Auburn Speedster. Don Lake, 1619 Ten Eyck St., Jackson, Mich.

'36 LA SALLE Straight 8 4-dr. sed. Needs lot of work. Can be restored or used for parts. \$65. E. P. Burke, 3388 W. 44th St., Cleveland 9, Ohio.

'37 CADILLAC Fleetwood V8 limousine. Purchased from orig. owner. Exc. cond. Complete engine overhaul, new w's, '50 Cadillac fenders & bumpers. \$400. Bill Gerhardt, 1944 Independence St., Cape Girardeau, Mo.

'27 BUICK sed. Not standard shift. Engine in good shape; 45,000 mi. 7 tires & extra parts. Write for particulars. Best offer. John H. Biggs, 3117 Dillon Ave., Cheyenne, Wyo.

FORD T PARTS. Widest range, any type items. Free mimeographed listing available. Also mechanical parts for A's, other old models. E. Hemmings, 1036 Hampshire, Quincy, Ill.

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'35 AUBURN Speedster. Supercharged, restored to orig. cond. New chrome, paint, top, interior & tires. Cleanest speedster on West Coast. Best offer. J. W. Bonham, 619 N. Maryland Ave., Glendale, Calif. Phone CItorus 4-5547.

'16 BUICK 6-cyl. touring. Complete; in orig. cond. Calif. top, mudpan, manual, etc. New paint; top, uph., tires very good. \$900. Al Pfau Jr., 2300 Dutcher, Howell, Mich.

'29 OLDSMOBILE 2-dr. sed. 11,000 orig. mi. Top & interior like new; outside very good. Needs a little paint. All orig. & complete. \$250. Al Pfau Jr., 2300 Dutcher, Howell, Mich.

'36 FORD phaeton. Complete & running. Body partly stripped down; rough inside. Reason for selling the above—moving. \$1200 cash takes all 3. Al Pfau Jr., 2300 Dutcher, Howell, Mich.

'41 LINCOLN CONTINENTAL htdp. Body, chrome in exc. cond. Recent conversion rebuilt La Salle engine (size of '48 Cadillac). Radio, Double Eagle w's. \$900. D. Baxter, 60 Hollywood Ave., Rochester 18, N.Y.

'48 JAGUAR Mark IV drophead cpe. New black lacquer, new white rubbercloth top, fawn leather uph. 2000 mi. after complete engine overhaul. \$1795. Edward K. Miller, 919 S. Division, Ann Arbor, Mich.

'16 FORD touring, with starter. Recent new top, uph., paint, complete engine overhaul, front end rebuild. Many extras; 4 of 5 tires new. \$900. R. B. Harrison, 8615 Indian Hill Rd., Cincinnati 27, Ohio.

'31 FORD Model A rdstr. All orig. wire wheels, exc. Good tires, runs good. Negligible rust. Worth the effort needed to fix it up. \$155. Max Palm III, 9540 Cunningham Rd., Cincinnati 27, Ohio.

'41 LINCOLN CONTINENTAL htdp. Black. '52 Lincoln ohv engine, o.d. trans., dual exhaust, 15" wheels, w's, r & h. Good cond. thruout. \$1250 or best offer. A. E. Eigenhuis, 4147 W. 174th St., Torrance, Calif. Phone: FRontier 9-9785.

'29 BUICK 4-dr. sed. (Pregnant Six). Good cond.,

exc. uph., shop manual. Needs battery. Stored near Westminster, Md. Good deal to interested person. Andrew Pickens, Maugansville, Md.

'36 CORD rdstr. Perf. cond. All new trans., white top, black & white real leather uph., w's, black paint job, etc. Best offer. Frank Zortola, 32 Browndale Pl., Port Chester, N.Y. Phone: WESTmore 9-8734.

'37 LA SALLE sed. Mint cond. New uph., tires. Brakes, paint, engine perfect. Front end rebuilt. Needs no work. \$600. Henry Noppe, 2069 1st St., Ft. Meyers, Fla.

'41 LINCOLN CONTINENTAL htdp. Mercury engine. Best offer. Marshall N. Hendry, 3150-A Trinity Dr., Los Alamos, N.M.

'39 BUICK Special 4-dr. phaeton. 21,000 actual mi. Orig. black finish & red leather uph. R & h, w's. No rust; stored for years. \$1250. Frank H. Fischer, 2800 31st Avenue South, Minneapolis, Minn.

'41 LINCOLN CONTINENTAL htdp. 7,000 mi. on Ford truck engine. Exc. cond.; new tires, battery, etc. A beautiful Calif. car. Best offer over \$900. James Croxton, 413 W. 118th St., New York 27, Phone: UN 4-4028.

'27 OAKLAND 4-dr. sed. Good driving cond., body in good shape. Wooden spoke wheels. Collectors' item. Best offer. R. Ruoff, 1569 Garling, Columbus, Ohio.

'47 LINCOLN CONTINENTAL conv. New red paint, black top, w's, 2,000 mi. on rebuilt V-12 engine. \$1400. L. J. Palmer MMC USN, 238 B Eilers St., Ben Moreel, Norfolk, Va.

'34 FORD V8 conv. cabriolet. Stock, restored, complete. Brown lacquer, tan canvas, naugahyde uph. 17-inch wheels, parts catalogs. \$475. W. Williams, 184 Wildwood Rd., Lake Forest, Ill.

'55 MERCEDES-BENZ 300-SL, 6900 mi. Safety belts, mirrors, radio, spec. tires, spec. paint. \$6950. Bob Kerdec, 5101 Lankershim Blvd., North Hollywood, Calif. Phone: SUset 3-4384.

'29 LA SALLE phaeton. Body, top, uph., & chrome completely restored. 6 Dayton knock-off wire wheels. Black, with red trim & uph. \$1650 firm. M. G. Alexander, 19669 Shrewsbury, Detroit 21, Mich.

'34 LINCOLN KB V-12 Brunn body conv. Victoria. Body very good, whipcord seats good, top poor, engine fine. \$500. B. Pliskin, 432 Austin Pl., Bronx 55, N.Y.

DISMANTLING '52 MG-TD. Parts available. Please send parts numbers. Mike Kenyon, No. 1 Ocean Way, Baltimore 20, Md.

'37 LINCOLN KB V-12 custom Le Baron conv. sed. Orig. cond., except top. Orig. black finish & tan leather interior. Best offer over \$1500. Dr. William Balter, 875 Cleveland Ave., Bridgeport, Conn.

'29 REO Flying Cloud, 79,550 mi., still running. Will answer questions if interested. Best offer f.o.b. Roanoke. J. Fry Withers, 204 Fleming Ave., Williamson Rd., Roanoke, Va.

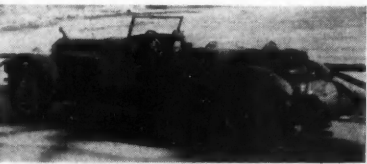
'32 CHRYSLER C8. Extra engine, some trans. parts. Orig. generator, gas cap, vacuum clutch linkage missing. Otherwise complete & restorable. Best offer. Bill Goring, 300 Nelson St., London, Ontario, Canada.

'31 STUDEBAKER 54 6-cyl. sed. Unrestored. Good, solid body, but needs top. Engine burns oil, but runs well. Poor uph. & tires. Licensed in '55, \$100. M. B. Gipson, 1138 Chestnut St., Chico, Calif.

'36 GRAHAM Supercharger parts. Nearly everything except supercharger, including orig. equip't, radio (\$25) & heater (\$10). Other parts best offer. M. B. Gipson, 1138 Chestnut St., Chico, Calif.

'28 ROLLS-ROYCE unique experimental Phantom I Continental. All orig. superb cond. Used by Lawrence of Arabia. English owner able deliver personally. \$5,000. History, photos from Henry Hood, 2025 Chestnut Hills Dr., Cleveland Heights 6, Ohio.

'17 CRANE SIMPLEX Sportster. Perf. mech. cond.; 23,000 mi. Wire wheels, Zeiss headlamps. \$1950



or best offer. J. Scoville, 455 E. 20th St., Costa Mesa, Calif.

COMPLETE S.O. FRONTY on T block. Stroked C crank, tub rods, racing pistons, pressure oiling. Magneto, carburetors & exhaust header. Many extra parts. \$175. Guy Osborn, 8835 Wrenwood Lane, Brentwood 17, Mo.

'20 DODGE touring with rdstr. for extra parts. Engine in good shape; restorable. \$200 for both cars. Also manifold, twin carburetors for '50-'53 Cadillac. Bill Pifer, P. O. Box 144, Niles, Mich. Phone: 10 W.

CLASSIC and antique auto ads, 1910-1938. 2,500 different; all mint originals; many very rare. 20-page list for 25c stamps or coin. Sheldon J. Lewis, 1373 E. 12th St., Brooklyn 30, N.Y.

'41 LINCOLN CONTINENTAL htdp. Absolutely 1 owner, exc. cond. Given best care, used mostly on small island. \$1000 or best offer. Alden Manley, Box 251, Nantucket Island, Mass.



'15 CADILLAC V8 landaulet cpe. Alum. body, new uph. 75% restored. \$2900 on 3-yr. terms. Robert Kessler, Box 608, Ridgecrest, Calif.

'41 LINCOLN CONTINENTAL htdp. Orig. modified V-12 engine. Mechanic-owned, 75% restored. New paint & tires. \$750. William S. Hanes, 22939 Marlboro, Dearborn, Mich. Phone: LOGan 1-3055.

'36 CORD 810 sed. New Majestic white lacquer, mech. gearshift. Good cond. thruout. \$1125. M. W. Cooper, 6810 Homestead Dr., Louisville 14, Ky.

'32 STUDEBAKER 8 cpe. with rumbleseat. Very interesting-looking car. On blocks 12 yrs. \$95. Last Mile Auto Wreckers, 1208 Evans Ave., San Francisco, Calif. Phone: MIssion 8-5925.

'53 MERCEDES 300 4-dr. sd. 25,000 mi., expertly maintained. Beautiful leather interior. Lyeth Engineering Co., Box 3841, Detroit 5, Mich. Phone: PRescott 7-2710.

TATRA '75"—chassis and 4-cyl. aircooled engine. 4-speed dual ratio gearbox, swing axles, alum. brakes, rack & pinion rt. hand steering, transverse spring suspension, instruction manual. Best offer. A. Tartaglia, 263 Eagle Rock Ave., West Orange, N.J. Phone: OR 2-6579.

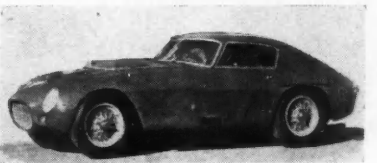
'26 MODEL T touring car. New tires, paint, & almost new engine. Needs top & uph. Many extra parts. Best offer. David Hawkins, 18 S. Jordan, Miles City, Mont.

ACEDES L-937 sport phaeton. Completely restored. Top, side curtains, tonneau cover, red leather uph. all replaced with orig. quality cut to orig. pattern.

Hickory frame replaced. Alum. body, clean, smooth, black, Americanized mechanically, increased power. Orig. hardware complete. Repchromed. Handsome instrument panel, wheel, ready to tour, to show. Lucien Warner, 875 N. College, Claremont, Calif. Phone: LYcoming 5-2898.

'29 PIERCE-ARROW Le Baron landaulet. Leather top, uph., paint, chrome next to showroom cond. Mechanically excellent. Cost \$2150. Best offer. 8x10 pix. #1-25. Mrs. Frances C. Goodman, 2827 Winchester Ave., Philadelphia 36.

'53 FERRARI 4.5 liter Competition Farina cpe. 6000 kilometers; ready to race. Extra wheels, tires,



spares. Enclosed 4-wheel trailer. \$6500. M. P. Christensen, 1600 Junction Ave., Racine, Wis.

'48 LINCOLN CONTINENTAL htdp. cpe. 1 owner; 25,000 mi. Orig. opal blue-green paint; exc. cond. thruout. Air-cond., w's, o.d., r & h. Best offer. V. W. Haering, P. O. Box 6037 Harlandale Sta., San Antonio, Tex.

'34 PACKARD V-12 close-coupled sed. Engine overhaul; new tires. Recently painted—black. \$500. Last Mile Auto Wreckers, 1208 Evans Ave., San Francisco, Calif.

'28 PIERCE-ARROW 6 4-dr. sed. Runs good, but needs paint & nickel. Last Mile Auto Wreckers, 1208 Evans Ave., San Francisco, Calif.

'30 PACKARD 4-dr. sed. 8 cyl., very good cond. \$75. Last Mile Auto Wreckers, 1208 Evans Ave., San Francisco, Calif. Phone: MIssion 8-5925.

'31 BUICK 8 cpe. with rumbleseat & chrome gravelguard. Exc. cond. \$100. Last Mile Auto Wreckers, 1208 Evans Ave., San Francisco, Calif. Phone: MIssion 8-5925.

'38 HISPANO-SUIZA 12-cyl. 4-place Vanvooren close-coupled conv. Modern styling, tremendous acceleration. Engine, body, leather interior perfect. Concours material. \$4475. V. Corradini, 1231 Oaklawn Rd., Arcadia, Calif. Phone: CUster 5-6320.

'37 ROLLS-ROYCE Phantom II Continental. 1 owner, low mileage, mech. perfect. Body, uph., paint in exc. cond. A real classic! \$2795. V. Corradini, 1231 Oaklawn Rd., Arcadia, Calif. Phone: CUster 5-6320.

'39 BUGATTI 57 4-place Gangloff conv. Hydraulic brakes, engine, & body perfect. Just overhauled in Paris. Leather interior. Can be driven anywhere. \$3250. V. Corradini, 1231 Oaklawn Rd., Arcadia, Calif. Phone: CUster 5-6320.

'38 HISPANO-SUIZA 12 cyl., 11.5 liter 4-dr. sed. Rare collectors' item. Only 4 Hisso's in U.S. Engine, body, uph. in perf. cond.; easy to drive. \$4250. V. Corradini, 1231 Oaklawn Rd., Arcadia, Calif. Phone: CUster 5-6320.

'56 CHEVROLET V8 powerpack engine & power-glide trans. New—removed to install Cadillac engine. No generator. \$600 f.o.b. Detroit, C. C. Conell, 12330 Jos. Campau, Detroit 12, Mich.

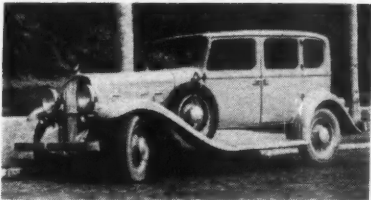
'39 CITROEN 6-cyl. conv. Completely restored mechanically in Paris. Retrived, rechromed, and repainted in U.S. A usable classic sports car. Very fast. Colored pix, 50c. Richard H. Haynes, 2711 E. Jefferson, Detroit 7.

'40 CADILLAC V8 conv. cpe. 2 owners; exc. cond. R & h, automatic top. Best offer. Steve Kollar, Governors' Club Hotel, Ft. Lauderdale, Fla.

PORSCHE 1500 Super Continental. Navy blue, with gray leather. New in August. Telefunken radio, Pirelli w/s, 2 driving lights, chrome wheels. Never raced. \$3395. Dr. John W. Baxter, 702 Hayes Ave., Fremont, Ohio. Phone: Federal 2-9164.

'47 LINCOLN CONTINENTAL with '52 Cadillac engine installed by Granitelli. Perf. cond. thru-out. \$1900. R. Long, 3201 Bever Ave. S.E., Cedar Rapids, Iowa.

'31 FRANKLIN deluxe 4-dr. sed. 6 very good tires; spares sidemounted. Good cond., can be driven



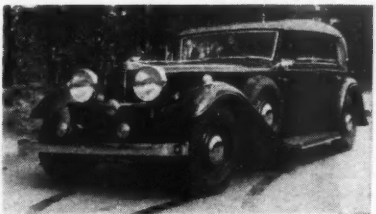
anywhere. Manual included. \$275. P. S. Corson, Rte. No. 3, Smyrna, Ga.

'24 FORD cpe. Restored to exc. cond., except paint. Best offer over \$400. P. G. Saunders, 5315 Norton Pl., Toledo 14, Ohio.

'22 BUICK rdstr. with pickup bed, which can be recovered easily. Needs minor repairs & tires. All parts included. \$275. Miss Pat Henry, 606 W. Chestnut, Denison, Tex. Phone: 4040.

'35 DE SOTO Airflow 6-pass. cpe. Engine o/hauled, o.d. Restored inside & out. New carpets, paint, etc. Radio, w/w's. Can be driven anywhere. Best offer over \$500. Jack Green, 115 N. Sweetzer, Los Angeles 48. Phone: WEbster 5-9369.

'33 HORCH 720 4-dr. conv. Clean, very good all-around cond. Just brought back from Europe. 6 new



tires. \$1250. Frederick W. Iveson, RD No. 6, Bridgeton, N.J. Phone: Bridgeton 9-2758R12. FERRARI—Vignale Spyder body. 2.9 liter. Consistent Class D winner. Equipped with Hi-Tork differential. Extra wheels, spares, trailer available. Priced to sell. Lyeth Engineering Co., Box 3841, Detroit 5, Mich. Phone: FRescott 7-2710.

'54 JAGUAR XK-120M cpe. Like new; fully equipped. \$1700 and your car. Prefer late Lincoln Continental htdp. or Cord Sportsman. Positively no junk. Gene Leon, 977 Locust St., Dubuque, Iowa.

'36 LINCOLN K 7-pass. limousine. Sidemounts; new clutch, timing chain, distributor cap, fuel pump, thermostat. In regular use; needs little restoring. Will demonstrate. \$600. Paul H. Rank, 236 46th St., Union City, N.J.

'29 ROOSEVELT 8 in exc. cond. except for paint. No rust; can be driven anywhere. Have original title to car. Best offer over \$300. Jack T. Feaster, 231 Pioneer Village, Denver 10, Colo. Phone: SH 4-0738.

'05 REO I-cylinder chain drive. Right hand steering. Completely restored to original, except wheels. Have original wheels, but can't get tires. D. J. Klassen, Gladstone, Manitoba, Canada.

'32 CHEVROLET 6-cylinder 2-door sedan. A-1 engine, free wheeling, 6 wire wheels, chrome radiator shell & headlights, new valves & brakes. Ideal collectors' item. Pix 25c. \$500 or best offer. Ed Bronn, 1100 Lincoln Ave., Waukegan, Wis.

'54 NASH-HEALEY sports car; htdp. Like new; 6,000 mi. Original cost \$6630. Best offer over \$2650. J. A. Harvell, Jr., Weldon, N.C.

ELDERLY LADY OF QUALITY, unable to live on pension. Also known as '39 Chrysler Imperial 4-dr. sed. R & o.d., fine, smooth engine. Easy to restore. No mechanical work needed, except replacement of engine block cooling tube. Expects to run forever. \$110. P. Molson, 5959 Hollywood Blvd., Los Angeles 28. Phone: HOLLYWOOD 2-3261.

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TRIUMPH 1800 conv. Royal blue. Exc. tires. Marshall supercharger, extra engine & trans. available. Best offer or trade for Jaguar Mark IV or V drophead. R. Wagner, 410 Evergreen, Chicago 10.

'39 PACKARD 4-dr. conv. in real good cond. New gold paint. Top, battery, engine perfect. Driven daily. \$500 or trade on good '51 Nash Ambassador 4-dr. sed. Lawrence Pearson, 92 Roberts Rd., Hampton, Va.

'38 PACKARD 12 7-pass. touring sed. Black top, Brewster green body. Orig. cond., 40,000 actual mi. \$800 cash or trade for '50-'52 Packard 8 rdstr. or phaeton. Hugh Brent III, 1438 Raymond Rd., Jackson 4, Miss.

'40 PACKARD 180 7-pass. touring limousine. Orig. immac. cond. Go anywhere at today's speeds. Sell or trade for light car. A. W. Travers, 1544 Pacific Coast Hwy., Harbor City, Calif. Phone: DAVenport 6-2284.

'41 CADILLAC 65. Floorwood interior. Rare, beautiful inside & out. 4 new tubeless w/w's. Orig. Hydramatic needs little work. Sell or trade for sports car. PFC John N. Grindas MACS-5, NAAS, Edenton, N.C.

'20 MILBURN ELECTRIC cpe. Orig. except paint & batteries. Like new; in running cond. Stored for yrs. Can demonstrate. \$3500 cash or trade for '56 Oldsmobile or Buick. J. E. Newman, Chillicothe, Mo.

'31 DODGE conv. sed. Rare classic, very few built. 80% restored. Pix. info. 25c. \$750 or consider trade on good Ford A or V8 rdstr. or phaeton. Near Chicago. Stan Healy, 4133 N. Bernard St., Chicago. Phone: INdependence 3-4362.

'54 AUSTIN-HEALEY. White exterior, black interior. Ferrari nose. Concours cond. Tachimedian, average speed indicator, oil temp., ammeter. Sell or trade. Bob Lang, Box 412, Sauk City, Wis.

'21 MARMON 7-pass. sport touring. Nicely restored. New paint, tires, etc.; wire wheels. Drive it home. \$1100 or will take open car in part trade. Max Palm III, 9540 Cunningham Rd., Cincinnati 27, Ohio.

'07 RAMBLER. All orig. equip.; good rubber. In running cond.; restored in '47. Sell or trade for best new car offer. Murray Machine Shop, Osgood, Ind.

GLASSPAR sports car with 250 hp Chrysler engine. Perfect in every detail; 4-time show winner. Full weather protection. Sell or trade on Mercedes 300-SL. Sig Monson, 4711 Grand Ave., Duluth 7, Minn.

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CORD 810 sed. Have \$1300 invested. Swap for Auburn Speedster or what have you? Walter Back, 1800 Germantown Rd., Middletown, Ohio.

SAXON 4-cyl. engine. Will trade for late model 25 hp outboard motor or marine engine. Louis Koblick, 11005 N. Portland Rd., Portland 3, Ore.

'33 STUDEBAKER V8 gray 4-dr. sed., '46 Chrysler 3-pass. cpe., 6 cyl. Swap both for Jaguar Mark VII, or Lincoln, or Hornet. Douglas Elzea, 70 Country Club Dr., Port Washington, N.Y.

N.C.B.A. REGISTERED chinchillas for top condition '46-'48 Lincoln Continental or '53-'55 Jaguar XK-120 or XK-140 conv. M. F. Landwehr, 6 S. Randolph Ave., Poughkeepsie, N.Y.

WANTED

CANADIAN wants classic car. Open type preferred—or what have you? Send details & pix. H. McEwen, Box 151, Drayton Valley, Alberta, Canada. SITUATION DESPERATE. Have serious case of Horseless Carriage fever but no Horseless Carriage. Can anyone help me? Prefer 1911 or older restorable. Leads appreciated. Ray D. Ewers, 4800 Wolfen Ave., Amarillo, Tex.

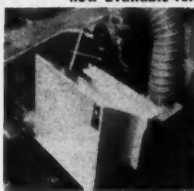
1910 6-CYL. touring car—any make. Preferably unrestored, but must be complete. Reward for lead resulting in purchase. M. W. Newman, 3006 Beach Dr., Tampa, Fla. Phone: 62-2341.



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You and your car insurance*

**Lawyer George G. Caughlin and Insurance Claims Adjuster Joseph L. Schneider last year co-authored a book which could easily be called the auto insurance buyer's bible. The editors of Motor Trend felt that the basic information in the book, "You and Your Car Insurance" (reviewed in Mar. '56 MT), would be of interest to all readers. We were therefore especially pleased when we got permission from the publishers, Wm. Morrow & Co., Inc., to quote from the book. The result is this handy guide to what to do in case of an accident, the types of insurers, rates, and what kinds of coverage to have.*

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IT'S ONLY NATURAL to put a lot of thought into the purchase of a new or used car, but once you've made the deal, how carefully do you consider the insurance for your new possession? Believe it or not, many motorists don't carry any insurance at all—others carry just enough to get by. If you're in either of these categories, or if you buy auto insurance without a good knowledge of what you're buying, you're making a serious mistake. The cost of an automobile—and it probably represents a good-sized investment for you—can be a pittance in comparison to the amount you might have to pay after a serious accident if your insurance is something less than adequate.

The ins and outs of automobile insurance can be complicated to the novice buyer, but, as Caughlin and Schneider say, "There is nothing mysterious about automobile insurance. It is 'protection.' Basically there are 2 kinds. *Automobile Liability Insurance* protects you against claims of others arising out of the ownership, maintenance or use of your automobile. *Physical Damage Insurance* protects you against loss or damage to your own automobile. Included in this type of insurance are Collision, Comprehensive, Fire, and Theft coverages."

Of course, that's not all there is to it, but knowing the basic types of insurance is a big step toward intelligent buying. Explanations about the important phases of auto insurance appear below in handy chart form so you can check on any particular question. The 1st section covers accidents and what to do if you have one. Even if you're sure that you have the best insurance, read this 1st section—the best insurance can be inadequate if you don't do the right things at the scene of an accident. If you have any doubts at all about your coverage, don't stop after the accident section—read all the way thru and see if your insurance (or lack of it) is offering the kind of protection you need.

The Scene of the Accident

If you have an accident your claim will depend a great deal on what you do right on the scene. Here's what experts Caughlin and Schneider recommend for making the best of a bad situation:

"Clear the road. Serious, even fatal accidents have occurred following a minor mishap—simply because the cars involved in the 1st crash were left blocking the road . . .

"Warn oncoming traffic . . . The best way is to post someone up and down the road far enough away to signal approaching vehicles . . .

"Help the injured. If anyone is seriously hurt, call or send for a doctor . . .

"Get the facts. The success or failure of your claim depends on the facts of the accident—all the facts. While you are at the scene get as much information as you can. Search out the facts. Write them down."

Get the name and address of the driver, owner and passengers of the other car. Write down all conditions of the accident—traffic, weather, road, damage, skid marks—make a diagram of how the accident occurred. Don't overlook any possible witnesses: they needn't have seen the whole accident to be important. If there's anyone around with a camera, ask him to take pictures or ask the police to take pictures when they arrive. And don't forget this—you'll have to make a report to the authorities. (In most states written reports are required if anyone is injured or if damage exceeds certain limits. In some states you can lose your license by neglecting this report.) The other fellow will want the same information from you that you got from him. Be cooperative, but also be careful in these reports. Don't admit liability or say that any of the accident was your fault—leave that for your insurance company to handle.

Don't try to make a settlement at the scene of the accident. If you do, your insurance company is not obligated to pay. Don't mention the limits of your liability, either. Finally, notify your insurance agent immediately (preferably from the scene), and tell him *everything* about the accident.

Insurance Companies

It's important to choose the type of insurance company which is best suited to your particular needs. It's often a good idea to consult a broker. He represents no particular company, but if need be he can sum up your needs and suggest a company, or if you like, place your order.

In any case, don't overlook the specialty companies which deal primarily in auto insurance. There are 2 main types. A stock company (like Allstate) is owned by stockholders and is usually represented by a large number of agents working on a commission basis. In a mutual company (like State Farm) the policyholders are the stockholders and stand to reap some of the profits. In addition, much of the insurance of a mutual company is sold directly from the company or thru salaried agents, thereby reducing the cost.

Here's what Caughlin and Schneider say on the subject:

"Because of direct selling or lower commissions to agents, and perhaps other factors, the selling costs of the mutuals are less than those of stock companies . . . Mutual companies . . . are able to distribute dividends to their policyholders. To balance the item of lower net cost, the average stock company thru its agent claims to give a valuable service which many mutuals do not give."

That leaves choosing a company pretty much up to your preference and needs, but make sure that the company you're considering, regardless of the type, is a reliable one with strong financial stability—check financial statements, ask friends or brokers.

AN MT BOOK CONDENSATION

Rates

Considering the protection derived from it, automobile insurance is not expensive. But it's only natural to wonder why you may be paying more for the same policy than the fellow next door. Basic insurance rates are determined by *experience*. Caughlin and Schneider explain it this way: "The National Bureau of Casualty Underwriters rating plan for passenger automobiles is used as the basis of classification by most insurance companies. Under this plan 5 factors are used in determining what you will pay for your insurance: *Use* . . . If you do not use your car in your business and merely go for an occasional Sunday drive, naturally you would not expect to pay as much as someone who did use his car for business purposes. *Ownership* . . . verdicts against individual car owners tend to be lower than verdicts against owners such as corporations, partnerships, or other business entities . . . *Distance* . . . If you drive your car 5000 miles per year, you would be a better risk than someone who drives 50,000 miles each year. *Age of Driver* . . . Young drivers, based on records, are just not as good risks. This has become so obvious to insurance companies that not only does it cost more for a teen-age driver to buy insurance, but it costs more for the parents of young drivers as well.

[Some companies, notably Allstate, have been cultivating the under-25 group of drivers, and women under 25 have no special difficulty in getting insurance, but many companies simply won't insure males of the same age, except under very special conditions. Servicemen, regardless of age, are also considered bad risks and may find auto insurance hard to come by.] *Territory* . . . Cities where traffic is congested are much greater hazards than rural communities . . . Car owners in territories having the higher accident rate are charged a higher premium." Using these criteria, car owners are classified into groups and the appropriate rates are applied.

In some cases you can derive lower rates from your good driving record, or thru an agent who knows you to be a safe driver. It's just about impossible, tho, to figure exactly what your premiums might be, but you can easily see how good a risk you are and plan to pay accordingly.

Collision Insurance

The usual type of collision insurance is known as deductible. This means simply that according to how much you pay in premiums the insurance company covers all damages that amount to more than \$25, \$50, \$100, etc. Here it is important to consider the value of your car. As a rule, insurance companies value cars (and settle claims) according to Blue Book prices, and with many cars this price is considerably less than your personal valuation, or the price you paid for the car. So in the case of old cars, or "transportation specials" it is scarcely worthwhile to carry any collision insurance—the premiums you pay and the small amount you can expect to realize, even in the event of

total destruction, will not be commensurate with the value of the car. Be careful, too, with customized or restored cars. In some instances you can reach a satisfactory value with an agent or company, but you normally won't get back the amount you put into the car. Caughlin and Schneider quote a typical case: "Joe College owns a jalopy—one of Henry Ford's best Model As—worth \$175. He has it fixed up real nice. Some . . . motorist knocks the shiny Model A into a shambles. It would cost \$275 to fix up the car. Poor Joe College runs smack up against the hard rule of the law that in no event can he recover more than the value of the Ford before the accident, namely \$175." Best rule of all in these cases is to discuss car value carefully with your broker or agent.

With the average car, tho, collision insurance has few complications and can save you a big repair bill, should you have a bad accident. Most companies will even pay for your transportation while your car is being repaired.

Comprehensive Insurance

There are many kinds of comprehensive insurance, but for the most part they are intended to cover your car in case of nearly any unforeseen damage. These are coverages, tho, that contain lots of small print—read a copy of your prospective policy and ask questions about it.

You might have trouble, for example, in replacing such things as tires, batteries, or convertible tops should they be damaged or stolen. Almost all companies definitely consider depreciation on these items and usually won't pay the full cost of a brand-new replacement.

Otherwise all things such as fire, theft, storms, vandalism, riot and other unlikely happenings are covered. Here again be sure of the value of your car, and the amount the insurance will pay in the event of damage. No matter what happens to your car or how it happens, the insurance company won't pay more than its Blue Book value. Altho it's not a rule by any means, old-car owners usually pass up comprehensive insurance altogether.

Liability Insurance

It is generally not required by law that you carry insurance, but it is definitely stated that you must have the ability to pay when you become liable, or suffer the consequences. In other words, juries *assume* that everyone is insured. So if you have no other insurance, it is absolutely essential to carry liability insurance, no matter what type of car you drive or how good a driver you are. The only real question is how much to carry. Here's what Caughlin and Schneider say: "Do not wait until you have an accident to find out whether you have adequate policy limits. It may be too late. The cost of increased limits is surprisingly small . . . if your present bodily injury limits are \$5000 and \$10,000 [*i.e.*,

\$5000 for each person injured and \$10,000 for each accident], and it costs \$40 for this protection, you could increase the limits to \$10,000 and \$20,000 for an additional \$8 per year; \$50,000 and \$100,000 for an additional \$18 per year; \$100,000 and \$200,000 for an additional \$20 per year. . . . Get bodily injury limits of at least \$20,000 and \$40,000 and property damage limits of \$10,000." Remember, if you're insured for \$10,000 and a claim against you amounts to \$15,000, the insurance company, while it will defend you and pay court costs, will not pay more than the specified \$10,000. Or suppose that you're responsible for demolishing a new Continental or Ferrari, or that your opponents in a case know that you make, say, \$75,000 a year; it's well worth the cost to have high limits of liability and be in the clear, so far as damage suits are concerned.

Still another fact to consider is that, as a rule, higher liability verdicts come in from larger cities than from towns. Caughlin and Schneider add, too, that ". . . business and professional people, corporations and those with apparent wealth should carry higher bodily injury limits—perhaps \$100,000 and \$300,000." For anyone, it can mean peace of mind.

Medical Payments

Medical payments insurance is fairly reasonable in price (about \$8 per year) and covers myriad occasions of injury. Caughlin and Schneider cite a typical policy explanation: "The Company agrees to pay all reasonable expenses incurred within one year from the date of accident for necessary medical, surgical, ambulance, hospital, professional, nursing and funeral services, to or for each person who sustains bodily injury, sickness or disease, caused by accident, while in, or upon, entering or alighting from the automobile if the automobile is being used by the named insured or with his permission."

These payments cover other people injured while riding in your car, they cover you when riding in other cars, and even cover another person who is injured while you're relieving him at the wheel of his car. The main qualifying stipulation is that the injury must take place in your car, or, in the case of another car, that you must be driving or riding in it.

Don't worry about the "entering or alighting" phrase in the explanation. Both courts and insurance companies are liberal in interpreting this. One needn't have one foot in the car or any such thing as that—as long as he is in the act of entering or leaving the car he can be fairly sure of collecting. This type of insurance could save you a large hospital bill or help prevent a lawsuit against you.

Voiding Your Insurance

There are occasions when your insurance could become completely void. The use of your car for illegal purposes or for

purposes not covered by insurance are examples. Some policies are void outside the continental limits of the U.S.—check with your insurance agent before leaving the country. Another common one is pulling a trailer behind your car without special insurance to cover it (altho some companies now throw in trailer coverage as a bonus along with regular policies.) There are other such voiding factors, some of which vary from company to company, so before buying any policy ask what these voiding possibilities are and think them over.

Sports-car drivers, active ones especially, must be particularly careful in selecting insurance. Any type of competition naturally voids all insurance as far as the company is concerned. However, some liberal companies (Baur and Baur, for example) will uphold liability coverages in the case of accidents during rallies or outings where laws are not violated in any way.

Remember too, that just having auto insurance doesn't mean that you can wreck your car (or others) at every turn and expect a company to keep paying for it. Anybody can have 1 accident or even 2, but when it starts to be a habit, insurance companies start getting irritable. If your company finds that you've had a number of irresponsible accidents, they'll simply drop you as a client. That means that you'll have to shop around for a new company. Reports on cancellations move rapidly thru official channels and other companies may also refuse you. In short, don't abuse your insurance.

WRITTEN ACCIDENT REPORT REQUIREMENTS (You must file a report in all cases involving death or personal injury.)

States	Property Damage (One Vehicle)	Report To	Time to Report
Alabama	\$50	Director of Public Safety	10 days
Arizona	\$50	Highway Department	5 days
Arkansas	\$50	State Police Department	48 hours
California	None Required	Local Police or Highway Patrol	48 hours
Colorado	All accidents	Motor Vehicle Department	10 days
Connecticut	\$100	Commissioner of Motor Vehicles	48 hours
Delaware	\$25	Department of Public Safety	Immediately
Dist. of Col.	All accidents	Police Department	Immediately
Florida	\$50	State Road Department	24 hours
Georgia	\$50	Department of Public Safety	10 days
Idaho	\$50	Department of Law Enforcement	5 days
Illinois	\$100	Department of Public Works	10 days
Indiana	\$50	Bureau of Motor Vehicles	24 hours
Iowa	\$50	Motor Vehicle Department	24 hours
Kansas	\$50	Department of Motor Vehicles	24 hours
Kentucky	\$100	Department of State Police	10 days
Louisiana	\$25	Local or State Police	24 hours
Maine	\$100	Chief of State Police	48 hours
Maryland	\$75	Department of Motor Vehicles	5 days
Massachusetts	\$100	Registry of Motor Vehicles	Immediately
Michigan	If car disabled	Secretary of State	Immediately
Minnesota	\$50	Commissioner of Motor Vehicles	Immediately
Mississippi	\$50	Department of Public Safety	24 hours
Missouri	All accidents	Local Police	Immediately
Montana	All accidents	Highway Patrol or Local Police	24 hours
Nebraska	\$100	Department of Roads & Irrigation	10 days
Nevada	All accidents	Sheriff or Police	Immediately
New Hampshire	\$50	Commissioner of Motor Vehicles	48 hours
New Jersey	\$100	Division of Motor Vehicles	5 days
New Mexico	\$25	Division of Motor Vehicles	5 days
New York	\$50	Commissioner of Motor Vehicles	48 hours
No. Carolina	\$100	Department of Motor Vehicles	24 hours
No. Dakota	\$50	Police or Sheriff	24 hours
Ohio	All accidents	Registrar of Motor Vehicles	5 days
Oklahoma	\$50	Commissioner of Public Safety	10 days
Oregon	All accidents	Secretary of State	24 hours
Pennsylvania	\$100	Department of Revenue	24 hours
Rhode Island	\$100	Registrar of Motor Vehicles	5 days
So. Carolina	\$25	State Highway Department	5 days
So. Dakota	\$50	Division of Motor Patrol	24 hours
Tennessee	\$50	Department of Safety	24 hours
Texas	\$25	Department of Public Safety	10 days
Utah	\$25	Department of Public Safety	5 days
Vermont	\$35	Commissioner of Motor Vehicles	36 hours
Virginia	\$50	Division of Motor Vehicles	5 days
Washington	\$25	Local Police or State Patrol	24 hours
West Virginia	\$100	Department of Motor Vehicles	5 days
Wisconsin	\$100	Motor Vehicle Department	10 days
Wyoming	\$50	Supervisor, State Highway Dept.	24 hours

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THE DIFFERENTIAL THAT
REALLY DIFFERENTIATES



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MOTOR TREND

Hi-TORK forces axle shafts and differential to rotate together—differentiation occurs only on demand. It automatically utilizes all available traction at both rear wheels.

Hi-TORK is an "unlocking" differential that . . .

- Eliminates Wheel Spin
- Ups Your Top Speed
- Increases Acceleration
- Faster, Safer Cornering

Hi-TORK replaces your present differential, installation procedure being the same as a standard differential. Fits most late model cars—Ford, Mercury, Hudson, Studebaker, Plymouth, Dodge, DeSoto, Chrysler, Kaiser, Willys, Jeep 4X4 and '55 Chevrolet.

ORDER YOURS NOW . . . ONLY \$99.50



Literature on request; state make, model and year of your car.

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- CF-50—Cad and Olds to '49-51 Ford & Merc
- CF-40—Cad and Olds to '32-48 Ford & Merc, Lincoln, Ford pick-up and 1/2 ton truck
- 52-LF-52—Lincoln OHV to '52-54 Ford & Merc
- 52-LF-50—Lincoln OHV to '49-51 Ford & Merc
- 52-LF-40—Lincoln OHV to '32-48 Ford & Merc
- LF-40—'49-51 Line. FH to '32-48 Ford-Merc-Line, etc.
- CRF-52—'51-53 Chrysler V8 to '52-53 Ford & Merc
- CRF-50—'51-53 Chrysler V8 to '49-51 Ford & Merc
- CRF-40—'51-53 Chrysler to '32-48 Ford & Merc
- CSM—Cad & Olds to '53-54 Stude manual transmission
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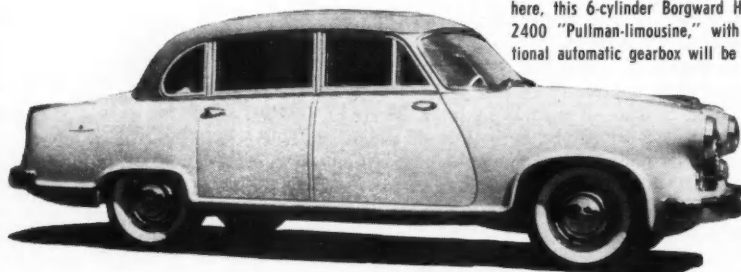
This is an Alvis! Carrosserie Graber (of Switzerland) is responsible for the graceful new looks. Underneath, it's the familiar 6-cylinder, run-forever-and-love-it car that has always been priced too high for U.S.

for the FAVORED few

A case where love must yield to practicality: small jewel of a Fiat (1100-TV cabriolet), lively and handsome, doomed to obscurity because of high cost



The smaller Isabella is getting known here, this 6-cylinder Borgward Hansa 2400 "Pullman-limousine," with optional automatic gearbox will be rare



PHOTOS: GORDON WILKINS C. P. WINER GUNTHER MOLTER



Latest wild competition car from Lotus (7 Tottenham Lane, Hornsey, London, N.8, Eng.) is Mark IX, with de Dion rear suspension, tube frame, outboard front and inboard rear disc brakes

Does YOUR Car Get "Shameful Dirty"?

EVERY TIME YOU WASH IT DOES IT RAIN CATS AND DOGS?

EASTERN GRIME,
WESTERN DUST,
NORTHERN SLUSH,
SOUTHERN MUD
... WIPE RIGHT OFF
WITH KOZAK
AUTO DRYWASH
SO EASY IT'S AMAZING

ARIZONA: "My car looks better than it ever did, before my KOZAK!"
A. E. Worsfold

CALIFORNIA: "I have used the KOZAK on my 1949 Studebaker since I purchased it 3 1/2 years ago. The car still looks new after 47,000 miles. Your KOZAK is all you claim for it!"
Stafford W. Binxy

COLORADO: "A friend asked me to-day what I did to my car to keep it looking so nice all the time. So I told him about the KOZAK and he asked me to get the one I am ordering for him now."
Arthur Brandt

CONNECTICUT: "I have used the KOZAK Auto DryWash Cloth for a good many years and have always found it to be all you advertised and more."
Royal W. Wilson

DELAWARE: "We are ready users of your KOZAK Cloths, both for cars and furniture, and we wear by them I want three more for my family."
Mrs. W. V. Sipple, Jr.

FLORIDA: "Send me three KOZAKS. I am here for the winter and can't get along without the KOZAK, as I use it all the time at home. Nothing like it!"
Lewis S. Milner

GEORGIA: "The KOZAK is really a wonder. I enjoy using it." W. H. Davis

INDIANA: "I was a doubting Thomas when I read your letter describing the dry-wash method. I took a chance and ordered one KOZAK. I am amazed at the results. Your statements are not the least bit out of line with actual facts."
F. L. Wiatrowski

IDAHO: "I am sending you an order for a new supply of KOZAKS. A few days ago when I stopped at the garage where I bought my car (a 1950 Dodge) the proprietor said: 'How do you keep your car so bright in this dust? I wash mine about twice a week, but yours is always clean, looking just like it came out of a band-box!' I told him I use a KOZAK Cloth on it! It takes me about ten minutes to go over my car." Don Martin

ILLINOIS: "I really got more than I expected in the KOZAK. I was amazed the way they cleaned my car after 30 days dirt. I would call the KOZAK the magic cloth."
Arthur Higgins

IOWA: "We have a new shoal green Cadillac and KOZAK makes it very easy to keep looking new." E. D. DeMoss

KENTUCKY: "Enclosed check for a KOZAK Cloth. Have used one for several years and think it is wonderful."
Mrs. S. S. Yantis

LOUISIANA: "The KOZAKS are surely fine. I will not be without them as long as I have a car." A. M. Trudeau

MAINE: "Send me two more of your KOZAK Cloths. I have used one KOZAK all winter on my car and have not had to wet-wash it once. I am sold."
Theodore Wood

MARYLAND: "I am a private chauffeur. I take care of five cars. I am still using the KOZAK Cloth I got from you, and it is just wonderful."
—J. Whittington

MINNESOTA: "We are very much pleased with your KOZAK. The way it performs is almost unbelievable. We really think it is wonderful."
Mrs. W. H. Hill

MICHIGAN: "Although I've used my present KOZAK for over a year, it is still in good shape. I figure that if I hadn't had the KOZAK I would have spent approximately \$65.00 for car-washes in the past year. I can now have a clean car every day, and it gives me a feeling of pride and joy to drive to work with a shiny car."
J. D. Earl

© Kozak Auto DryWash

NOW . . . for Less Than 4¢ A Week Your Car Is Shiny Clean, "Proud Looking"! Super-Safe Kozak DRYWASH Cloth (Over 10 Million Already Used) Cleans and Protects Finish. Kozak Needs No Water. No Sloppy Bucket or Hose, No Sponge, No Rags, No Cold Hands or Wet Feet. Gives You a Year of Gleaming "New-Car Look" for Only \$2. So Fast and Easy It's a Joy to Use. Try Kozak 30 Days. Costs You NOTHING Unless You Say "GREAT"!

WHEN your car is clean and shiny bright, doesn't it make you feel better? Some say it even runs better, but you know what they mean . . . If you take pride in how your car looks and like to save money too, then you are certain to enjoy using the Kozak Auto DRYWASH Cloth. Thousands of users (room to quote only a few here) declare they would never want to be without one. To the best of our knowledge we have never had a dissatisfied customer.

Save Lots of Money in Car Wash Costs

More than 10 million Kozaks have done a wonderful job of DRY-WASHING cars new and old WITHOUT WATER for 30 years. Now Kozak does an even better job of cleaning, beautifying, protecting, preserving still finer finishes like the one on your car today. Why pay \$1.50 or \$2 for a wet-wash every time your car gets dirty?—when a few minutes' going-over with a Kozak DRYWASH Cloth makes it look like new again for just about 4 cents? Why slosh thru messy wet-washes yourself?—when a \$2 Kozak keeps wiping off that dust, dirt, grime, mud, for at least a year? Kozak is so easy to use that young sons and daughters, elderly people, housewives, teachers, nurses, get a perfect professional showroom look on even a dirty car in just 10 to 20 minutes. Many say 7 minutes is plenty. It's so gentle and safe for car finish that careful people like Cadillac owners re-order Kozaks from us year after year, for themselves and for gifts to friends too.

Mailed Same Day Direct to You

The same day we receive the coupon below, your Kozak order will be in the mail. This is the beginning, not the end, of the sale. Unless using Kozak for 30 days turns you into another real fan, we won't keep your money. You are not even asked to return your order. Keep the cloth, give it away, whatever you wish. Simply tell us on a postcard that you want your money back — you'll get it cheerfully by return mail without question.

Why the Kozak DRYWASH Cloth Works So Well

Kozak is a thick-nap folded cloth woven of selected soft long-staple fibers, scientifically treated with modern detergents. Treated again after weaving, the cloth is aged and seasoned for many weeks to "set" its original strength even if exposed indefinitely to the air. It is used DRY when the car is dry. And because it actually improves the surface and makes it more mirror-like with every Drywash, Kozak is the ONLY cloth that thousands of experienced new and used car dealers, as well as private car owners, will ever let touch their cars.

Here Is How Your KOZAK Is Guaranteed

Use your Kozak DRYWASH Cloth for 30 days. If you are not delighted with its speed and ease, and with the clean bright look of your car every time you use it . . . AND if you do not agree it has saved you its cost many times over . . . just write and the money you have paid will be refunded in full immediately. You do not have to return the Kozak. We have saved car owners thousands of dollars, helped keep their cars looking clean and new for 30 years. We fully expect to please you too or it's no sale and no pay. On this unconditional guarantee tear out and mail the coupon now.

KOZAK AUTO DRYWASH
347 S. Lyon Street
BATAVIA, N. Y.

What a KOZAK DRYWASH Does:

- Removes dirt.
- Polishes as it cleans.
- Saves time and work.
- No hose needed—summer or winter . . . no pressure moisture to rust springs and start squeaks.
- It's safe — over 10 million used.
- Protects the finish.

Unconditionally guaranteed to give you a bright clean car fast, easy, safe, or your money back at once!

HAVE A CLEAN, "NEW LOOKING" CAR IN ONLY MINUTES—NO MATTER WHERE YOU LIVE OR DRIVE—NO MATTER HOW OFTEN IT RAINS OR SNOWS

MISSOURI: "Have used them for several years on all our Funeral Automobiles. All you advertise them to be, do not want to be without them."
Merle Shepard

NEW JERSEY: "I have been using the KOZAK for the past six months, and I am amazed at the very fine condition it has kept my car in. Dirt vanishes and the car is as brilliant and shiny as new. Send me three more KOZAKS."
H. H. Furber

NEBRASKA: "I would not be without the KOZAK. With very little effort I am able to keep my car clean and new-looking at all times, and have eliminated many costly wet-wash jobs. Please send me five more as soon as possible."
Edward G. Erlwine

NORTH CAROLINA: "Never saw anything to equal the KOZAK for an automobile. My car hasn't had a water-wash in six months, and looks better. Here's check for another KOZAK."
C. R. Ricker

NEW YORK: "I have been using KOZAKS for some twenty years, and just bought a new one! So you can see whether I like them!" H. C. Robertson

OHIO: "I highly recommend your KOZAK Cloth. It has kept my 1951 Plymouth looking clean and new all the time, to say nothing of the money saved in not having the car washed."
Mrs. Jessie W. Friedmann

OKLAHOMA: "I like my KOZAK DryWash so well that I want another one, and also want to send my son one. Enclosed find check." John W. Byrd

OREGON: "Please mail 3 KOZAK Auto DryWash Cloths. I've used these before and like them very much."
Mrs. Frank Newell

PENNSYLVANIA: "I have been using your KOZAK Cloth for about ten years. My 1948 car has been water-washed twice in that time and then only when it was Simonized. Many people ask me if I had my car painted!"
E. A. Puderbaugh

SOUTH DAKOTA: "I use your KOZAK on our car with unbelievable results. My wife uses it on furniture, so I will have to have another one for myself."
J. O. Beaver

UTAH: "I have used your KOZAK Cloth for my cars for the past 15 years. They have given me entire satisfaction. Everybody admires my car. I inform them that KOZAK Auto DryWash does the trick. I can recommend them highly."
A. D. Sargent

VIRGINIA: "My friends said I would ruin the finish rubbing it with a dry clean cloth but they quit laughing when I got such a good trade-in value. I'm ordering five to let them in on the fun!"
Walter H. Dotson

WISCONSIN: "These cloths are wonderful . . . extra good in cold weather—no frozen windows, door locks, etc."
Wm. P. Robinson

Trade Marks Reg. U.S. Pat. Off., Canada

KOZAK 347 So. Lyon St., Batavia, N. Y.

Please send postpaid at once:
REG. \$2 KOZAKS
(millions use them)

SUPER \$3 KOZAKS
(lasts four times longer)

☐ 1 for \$2
☐ SPECIAL INTRODUCTORY OFFER
2 Reg. (\$4) plus 1 Super (\$3)—\$7 value—\$5.00

Enclosed: ☐ check ☐ cash ☐ Check here for free Xmas wraps.

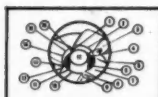
17 pt. Plug shows 11% fuel saving in stock American automobile!



New electrode system still fires clean, hot and steady past 50,000 car miles! You may now order a set of these remarkable LIFE-TIME spark plugs from this advertisement . . .

50,000 CAR MILES! Before LIFE-TIME development, the spark plug was the most often replaced part of your car. Engineers agreed that "creeping paralysis," gradual electrode disintegration, carbon buildup, widening gap, burning, blistering, insulator failure could waste one gallon in ten. The LIFE-TIME plug goes far beyond the life of the average set of tires, the average battery, firing clean, hot and steady at 50,000 car miles! Most spectacular spark plug research breakthrough in 50 years allows unprecedented warranty. **WE GUARANTEE GREATER GAS MILEAGE—GREATER ACCELERATION—A MAJOR POWER INCREASE—OR YOUR MONEY BACK.**

HOW 17 PT. FIRING WORKS
Note electrodes closely. A circular arcing area (four concave segments). Gap being the same from all points. Electricity has property of arcing from coldest point. Current also arcs more readily from apex of two planes than from face of a flat, metallic surface. Note that there are 16 apexes (where two planes meet) — all the same distance from the center electrode.



SPARK ROTATES AROUND CIRCLE. Normal heat and spark erosion are spread around the entire 360 degrees and around the whole circumference of the center electrode.

PLATINUM-NICKEL ALLOY ELECTRODES—Metallurgists' first major step beyond platinum aircraft plug electrodes. Arcing points of this material have continued to function after the equivalent of 120,000 car-miles.

SPECIAL SINTERED CORUNDUM INSULATOR—Made of gem-like mineral which conducts heat 20 times better than ordinary porcelain. Special shape (seen beneath electrodes) is designed to vaporize and exhaust wet carbon and oil.

INDIVIDUAL INSPECTION—Each LIFE-TIME Spark Plug is tested for firing in oil and for resistance to 30,000 volts/CM.

PERMANENT GAP—After months of use, LIFE-TIME Spark Plugs mike at exact factory pre-gap.

SELF-CLEANING FOR LIFE—Confined gases exploding in chamber formed by multiple electrodes reclean arcing surfaces with each firing stroke.

"THANKS FOR YOUR WONDERFUL LETTERS"

The real test of a spark plug is "What will it do in my own car?" Take the above dynamometer test on a 1951 Buick Super. It shows an 8 horsepower gain with Life-Time 17-point plugs. That was a 12½ hp gain at 2000 RPM. You don't need a dynamometer with Life-Time Plugs. You can feel the difference both in your ride and your pocketbook. Try a set and let me hear from you about them. Many Thanks.



Frank Edmunds
Inventor of the LIFE-TIME Spark Plug

CONTINENTAL MFG. CORP., CULVER CITY, CALIF.

NOW ORDER REGISTERED SET FOR YOUR CAR AT POPULAR PRICE!

this registered set of LIFE-TIME Spark Plugs in proper series (heat range and gap) for the car you indicate in coupon. Now AVAILABLE FOR AMERICAN & EUROPEAN PASSENGER CARS, TRUCKS, BOATS, FARM EQUIPMENT, INDUSTRIAL ENGINES.



DEALERS AND DISTRIBUTORS—The LIFE-TIME Spark Plug is now in full production. Write for full details. Distributors: Please inquire as to status of your territory.

- LIFE-TIME Spark Plug Division
- CONTINENTAL MANUFACTURING CORP.
- Washington Blvd. at Motor Ave., Culver City 18, California
- Gentlemen: Please mail postpaid _____ set(s) (registered) of LIFE-TIME Spark Plugs in proper heat range and gap for my car at \$1.19 per plug (set of six, \$7.14, set of eight, \$9.52). (Or send \$1 per set, balance C.O.D.) California residents add 3% tax.
- Make of my car is _____ year _____
- Model _____ No. cyl. _____
- I enclose \$ _____ (check, cash or money order)
- Name _____
- Address _____
- City _____ Zone _____ State _____

